

FISCAL YEAR 2010- 2011 TRANSIT SYSTEM PERFORMANCE REPORT



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

Transit/Rail Department

*Understanding
the Region's
Investments in
Public
Transportation*

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Section One: Public Transportation in the SCAG Region

Introduction

SCAG is the designated Metropolitan Planning Organization (MPO) representing six counties in Southern California: Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. SCAG is responsible under state and federal law for preparing long-range transportation plans and transportation improvement programs through a performance-driven, outcome-based approach, and in cooperation with the public and stakeholders, including State of California and public transportation operators.

These plans and programs must provide for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation system for the metropolitan planning area and as an integral part of an intermodal transportation system for the State and the United States.

The purpose of this report is to provide an incremental step towards producing a System Performance Report for public transportation, or transit, for the 2016 Regional Transportation Plan /Sustainable Communities Strategy (RTP/SCS), and to begin incorporating an annual review of system performance geared towards planning for operations and maintenance into SCAG's transit modal planning practices. There are four key factors this report addresses as an incremental step towards the 2016 RTP/SCS:

1. Providing a framework for understanding the region's large and complex public transportation system, and analyzing its performance at that same level. This includes contextualizing public transportation's role in providing mobility within the region, addressing governance issues, and addressing the geographic distribution of service provision and consumption, in addition to addressing the growing role of rail transit and demand response services in the region
2. Providing a resource that helps policy makers understand the nature and extent of the region's investments in public transportation, the kinds of returns those investments are delivering, and adding to the discussion regarding planning for operations within the context of the production of the 2016 RTP/SCS
3. Providing a benchmarking resource which providers of public transportation can use to compare their system's performance to that of comparable agencies
4. Addressing new Metropolitan Planning provisions contained in Moving Ahead for Progress in the 21st Century (MAP-21), relating to the production of public transportation System Performance Reports in Regional Transportation Plans

This report is organized into four sections. Section One, “Public Transportation in the SCAG Region,” discusses the types of transit provided in the region, how service provision is governed, transit’s role in providing mobility, and the external benefits transit provides. Section Two, “Evaluating Transit System Performance,” establishes the legislative context the report is produced in, and briefly discusses existing literature surrounding transit performance measurement. The third section, “Regional Performance,” analyzes transit performance at a regional level, addressing the system’s productivity, the financial resources dedicated to the region’s transit system, the geographic distribution of service provision and consumption for Fiscal Year 2010-2011 (FY 10-11)¹, and the performance measurement context of the 2012-2035 RTP/SCS. The report’s fourth section, “operator profiles” depicts the individual performance of each of the transit properties in the region that report data within the National Transit Database’s urban operator’s format.

Public transportation is an important mobility strategy within the SCAG Region, allowing travelers modal choice to reach their destinations, and providing mobility for residents without access to vehicles. Transit also represents a significant investment within the region’s overall transportation system, composing roughly half (in combination with passenger rail) of all investments in the 2012-2035 RTP-SCS.

The Federal Transit Act of 2012 defines public transportation as:

"Transportation by a conveyance that provides regular and continuing general or special transportation to the public, but does not include school bus, charter, or intercity bus transportation or intercity passenger rail transportation provided by the entity described in chapter 243 (or a successor to such entity)."ⁱ

As amended by MAP-21, the text of statute goes on to state, in US Code section 5302 (14), that public transportation can be defined as below:

“(14) PUBLIC TRANSPORTATION.—The term ‘public transportation’—

(A) means regular, continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low income; and

(B) does not include—

- (i) intercity passenger rail transportation provided by the entity described in chapter 243 (or a successor to such entity);
- (ii) intercity bus service;
- (iii) charter bus service;
- (iv) school bus service;
- (v) sightseeing service;

¹ For the purposes of this report, a fiscal year begins on July 1 and ends June 30 of the following calendar year.

- (vi) courtesy shuttle service for patrons of one or more specific establishments; or
- (vii) intra-terminal or intra-facility shuttle services.”

It is important to note that per the federal definition of transit, and for the sake of this report, services such as intercity passenger transportation, high speed rail, university or workplace shuttles, school buses, or tourism based services do not qualify as public transportation and will not be considered here. Further, since the performance of the Southern California Regional Rail Authority’s Metrolink service was analyzed in SCAG’s *2013 Rail System Performance Report*, its performance will not be analyzed here in any depth.

The transit system in our six-county region is comprised of an extensive network of services provided by dozens of operators. The network includes fixed-route local bus, community circulators, express bus, bus rapid transit (BRT), demand response, commuter rail, heavy rail, and light rail, as defined below in Figure 1. The modal categories used in this report, along with definitions provided by the National Transit Database, are illustrated below in Figure 1.

Figure 1 Transit Modes in the SCAG Region

Public Transit Modes in the SCAG Region



Fixed Route Bus Service

- Defined as "a transit mode comprised of rubber tired vehicles operating on fixed routes and schedules over roadways" (referred to as Motor Bus in the National Transit Database)



Demand Response

- Defined as "a transit mode comprised of passenger cars, vans, or small buses operating in response to calls from passengers or their agents to the transit operator, who then dispatches a vehicle to pick up the passengers and transport them to their destinations."



Heavy Rail

- Defined as "a transit mode that is an electric railway with the capacity for a heavy volume of traffic. It is characterized by separate ROWs from which all other vehicular and foot traffic are excluded and high speed and rapid acceleration passenger rail cars operating singly or in multi-car trains on fixed rails."



Commuter Rail

- Defined as "a transit mode that is an electric or diesel propelled railway for urban passenger train service operating between a central city and suburbs. Service must be operated on a regular basis ...for the purpose of transporting passengers within urbanized areas (UZAs), or between urbanized areas and outlying areas. "



Light Rail

- Defined as "a transit mode that typically is an electric railway with a light volume traffic capacity compared to heavy rail (HR). It is characterized by passenger rail cars operating on fixed rails in shared or exclusive right-of-way (ROW) and vehicle power drawn from an overhead electric line via a trolley or a pantograph."



Transit Governance

SCAG is the largest Metropolitan Planning Organization in the United States, consisting of approximately 38,000 square miles and bounded by Mexico, Arizona, and Nevada, in addition to Kern, San Diego and Santa Barbara counties. The region is home to approximately 18 million residents and contains 15 urbanized areas (UZAs), as designated by the United States Census Bureau.

Table 1: Urbanized Areas (UZAs) within the SCAG Region

Urbanized Areas (UZAs) within the SCAG Region	
Los Angeles-Long Beach-Anaheim, CA	Santa Clarita, CA
Riverside-San Bernardino, CA	Thousand Oaks, CA
Indio-Cathedral City, CA	Victorville-Hesperia, CA
Lancaster-Palmdale, CA	Camarillo, CA
Mission Viejo-Lake Forest-San Clemente, CA*	El Centro-Calexico, CA
Murrieta-Temecula-Menifee, CA	Hemet, CA
Oxnard, CA	Simi Valley, CA
Yuma, AZ-CA*	

*Bi-regional/ Bi-state urbanized areas

The SCAG Region is also divided into 15 subregional units, most of which are represented by subregional Councils of Government. Two subregions are also county transportation commissions, the Imperial County Transportation Commission (ICTC), and the San Bernardino Associated Governments (SANBAG).

Table 2: Subregions of the SCAG Region

Subregions of the SCAG Region	
Arroyo Verdugo Subregion	San Bernardino Associated Governments (SANBAG)
City of Los Angeles	San Gabriel Valley Council of Governments (SGVCOG)
Coachella Valley Association of Governments (CVAG)	San Fernando Valley Council of Governments (SFVCOG)
Gateway Cities Council of Governments (GCCOG)	South Bay Cities Council of Governments (SBCCOG)
Imperial County Transportation Commission (ICTC)	Ventura Council of Governments (VCOG)
Las Virgenes Malibu Council of Governments	Western Riverside Council of Governments (WRCOG)
North Los Angeles County	Westside Cities Council of Governments (WCCOG)
Orange County Council of Governments (OCCOG)	

There are 68 fixed route operators in the region, and over 100 providers of various specialized services, including community circulators, ferries, dial-a-rides, Americans with Disabilities Act (ADA) mandated paratransit, and specialized services operating beyond the ADA.

These agencies are administered through a wide variety of governance structures. The three most significant types are wholly owned municipal transit properties (both fixed route and demand response), joint powers structures, and four county transportation commissions who also operate transit service. Two of the commissions, the Los Angeles County Transportation Metropolitan Authority (Metro), and the Orange County Transportation Authority (OCTA), are also designated as transit districts by the State of California. The Ventura County Transportation Commission (VCTC) and Imperial County Transportation Commission (ICTC) also operate transit service.

Seven JPA operators provide fixed route bus service at a subregional scale through multiple jurisdictions. These include the Antelope Valley Transit Authority (AVTA), Foothill Transit, Gold Coast Transit, Omnitrans, Riverside Transit Agency (RTA), SunLine Transit Agency, and Victor Valley Transit Authority (VVTA). Additionally, the Southern California Regional Rail Authority operates commuter rail service under the Metrolink service brand at a regional scale.

IMPERIAL COUNTY

Within Imperial County, the bulk of service is operated by Imperial Valley Transit, a service brand of the Imperial County Transportation Commission (ICTC). IVT currently operates service between municipalities in the Imperial Valley, and is seeking to establish a series of local circulators. The services are a mix of small urban and rural transit services. Circulator services are also historically provided within the City of Calexico by the Calexico Transit System.

In addition, the Yuma County Intergovernmental Public Transportation Authority provides local services in the Yuma AZ - CA UZA under the Yuma County Area Transit service brand, including the community of Winterhaven and Quechan Tribal Lands in the SCAG Region. YCIPTA also provides an express service between Yuma and El Centro on Mondays, Wednesdays, and Saturdays.

LOS ANGELES COUNTY

Los Angeles County is one of the most robust transit markets in the nation. The Los Angeles-Long Beach-Anaheim CA UZA, composed primarily of Los Angeles and Orange Counties, provided the second largest share of transit trips, service hours, and service miles of all UZAs nationally in FY10-11. Agencies in the Los Angeles-Long Beach-Anaheim CA UZA also provided the third largest total of passenger miles travelled nationally. Given the size and productivity of transit service in Los Angeles County, it's no surprise that transit service provision is extraordinarily complex.

Transit service in LA County can be divided into three categories—Metro service, the LA County Municipal Operators, and local and specialized providers.

- **METRO:** Metro is typically the 3rd or 4th largest provider of transit trips in the US in any given year, and provides the vast bulk of all transit trips in the SCAG Region. Their service area includes the portions of Los Angeles County south of the Angeles National Forest. Metro operates multiple transit modes, including light rail, heavy rail, bus rapid transit and fixed route bus services. In cities or subregions where there are local operators, Metro often operates trunk routes and serves long distance markets. Metro funds Metrolink service in LA County.

Metro is a designated transit district per Chapter 4, Article 1, Section 99213 of the California Public Utilities Codeⁱⁱ.

- **LA COUNTY MUNICIPAL OPERATORS:** The municipal operators of transit, called the 'Munis' consist of thirteen municipal transit properties and two joint powers operators. These operators are designated as eligible recipients of federal formula funds via Chapter 4, Article 1, Section 99207.5 of the California Public Utilities Code. Most offer fixed route services between jurisdictions, though the municipal operators service areas tend to be centered around the jurisdiction that owns them. In most cases, these operators provide the bulk of local trips within their service area while Metro service is overlaid to support longer distance tripsⁱⁱⁱ.

Some of the Munis have fairly small service areas, such as Beach Cities or Culver City Transit. Others, including Long Beach Transit and Foothill Transit, have very large service areas. Foothill is a JPA operator serving as the primary fixed route operator in the San Gabriel Valley, an LA County subregion with two million residents. AVTA is a JPA and the sole provider of fixed route bus service in the Lancaster-Palmdale UZA.

Table 3: Municipal Operators of Los Angeles County

Agency	Structure	Service Area
Arcadia Transit	Municipally Owned	City of Arcadia
AVTA	JPA	Lancaster-Palmdale UZA
Beach Cities Transit	Municipally Owned	Western South Bay Subregion
Commerce Municipal Bus Lines	Municipally Owned	City of Commerce and surrounding communities
Culver City Municipal Bus Lines	Municipally Owned	City of Culver City and surrounding communities
Foothill Transit	JPA	San Gabriel Valley Subregion
Gardena Municipal Bus Lines	Municipally Owned	Northern South Bay Cities Subregion
LADOT	Municipally Owned	Local Circulators throughout City of Los Angeles
La Mirada Transit	Municipally Owned	Northern Gateway Cities, near City of La Mirada
Long Beach Transit	Municipally Owned	Southern Gateway Cities
Montebello Bus Lines	Municipally Owned	North Western Gateway Cities
Norwalk Transit System	Municipally Owned	Eastern Gateway Cities
Santa Clarita Transit	Municipally Owned	Santa Clarita UZA
Santa Monica's Big Blue Bus	Municipally Owned	Cities of Santa Monica, Culver City and Los Angeles (Westside Cities Subregion)
Torrance Transit System	Municipally Owned	Southern South Bay Cities

- **SPECIALIZED AND LOCAL OPERATORS:** Local circulator and demand response services are provided by a variety of transit properties throughout LA County. Access Services of Los Angeles, Incorporated, is the largest provider of ADA paratransit trips in the county, and provides some or all complimentary ADA paratransit service for Metro and various municipal bus operators. ASI's service area includes the entire county, and they are unique in that respect. Similarly, the Pomona Valley Transit Authority is a JPA providing demand response service in eastern Los Angeles County.

More localized providers are referred to as the "local operators." They are typically municipally owned and provide demand response or circulator services within jurisdictional boundaries.

ORANGE COUNTY

Within Orange County, OCTA operates the second largest fixed route bus transit fleet in the SCAG Region. Additionally, OCTA operates ADA paratransit and funds Metrolink commuter rail service. The cities of Anaheim and Laguna Beach operate local circulator service, and the cities of Anaheim and Santa Ana are in the project development pipeline to implement rail circulators. The City of Irvine also provides transit service through the City of Irvine iShuttle.

OCTA is a designated transit district per Chapter 4, Article 1, Section 99213 of the California Public Utilities Code^{iv}.

RIVERSIDE COUNTY

In Riverside County, fixed route bus service is primarily operated by RTA and SunLine Transit. RTA's service area is the western half of Riverside County, and SunLine's service area is the Coachella Valley. The Riverside County Transportation Commission (RCTC) funds the county's participation in regional commuter rail service via Metrolink, and the cities of Riverside and Corona respectively operate demand response and local circulator service.

Rural transit service in southwestern Riverside County is provided by the Reservation Transportation Authority, a collaborative of 18 federally recognized tribal groups. The cities of Banning and Beaumont also provide service via the Pass Transit service brand, and Desert Roadrunner service is provided in the City of Blythe and unincorporated eastern Riverside County by the Palo Verde Valley Transit Agency.

SAN BERNARDINO COUNTY

Omnitrans is the largest agency in southern San Bernardino County, and the Victor Valley Transit Authority (VVTa) provides fixed route service in the Victorville-Hesperia UZA. The San Bernardino Associated Governments (SANBAG) funds the county's participation in Metrolink.

Rural fixed route transit is provided by several operators in San Bernardino County, including the Mountain Area Regional Transit Authority (MARTA), the Morongo Basin Transit Authority (MBTA), Needles Area Transit, and Barstow Area Transport.

VENTURA COUNTY

The largest operator of fixed route bus service in Ventura County is Gold Coast Transit. Their service area is centered on the western end of the county, and extends as far north as the city of Ojai. Simi Valley Transit, Thousand Oaks Transit, Moorpark City Transit, and Camarillo Area Transit are municipally owned transit properties providing service within their respective jurisdictions. The Ventura Intercity Service Transit Authority (VISTA) operates service between jurisdictions. VCTC owns and operates VISTA, and also funds Ventura County's participation in Metrolink. The Ojai Trolley provides rural transit service in and around the City of Ojai.

Transit and Mobility in the SCAG Region

Transit and Mobility

As of FY 2011, our region's transit system represents approximately 9,000 miles of bus routes and 70 miles of heavy and light rail, in addition to 388 miles route miles of rail utilized by Metrolink. Almost 5 % of travelers in the SCAG region used transit to reach their destinations in 2009. According to data reported to the National Transit Database, transit agencies in the SCAG Region experienced 703 million boardings and invested \$2.4 billion in operations and maintenance in FY 2011.

Table 4 illustrates transit's role in terms of total travel in the SCAG Region. These data, which were obtained from the Federal Highway Administration's 2009 National Household Travel Survey, represent a sample of all travel in the region, regardless of time, length, or duration. Transit's overall role is comparatively small, but serves an important role in providing modal choice.

Table 4: Total Trips by County, All Purposes, 2009 National Household Travel Survey^v

Total Trips				
County	Auto	Transit	Bicycle	Walk
Imperial	114,018,194	Not available	318,631	10,361,556
Los Angeles	6,231,994,828	400,196,991	166,397,229	2,083,153,592
Orange	2,180,289,337	67,656,250	39,874,041	388,410,530
Riverside	1,272,756,998	17,577,906	21,621,490	214,696,550
San Bernardino	1,434,093,895	26,259,261	21,761,307	230,494,820
Ventura	477,831,965	6,490,657	15,518,240	79,642,547
Total	11,710,985,217	518,181,065	265,490,938	3,006,759,595
Percentage of Trips				
County	Auto	Transit	Bicycle	Walk
Imperial	90.49%	Not available	0.25%	8.22%
Los Angeles	69.65%	4.47%	1.86%	23.28%
Orange	80.76%	2.51%	1.48%	14.39%
Riverside	82.60%	1.14%	1.40%	13.93%
San Bernardino	83.21%	1.52%	1.26%	13.37%
Ventura	81.49%	1.11%	2.65%	13.58%
Total	74.96%	3.32%	1.70%	19.24%

Transit is particularly important for commute trips, which tend to occur during peak congestion periods. Table 5, below, presents Journey to Work data obtained from the US Census's 2009-2011 American Community Survey 3-Year Estimates. These data demonstrate that the overall mode share for transit is much higher for commute trips than overall trips. Los Angeles County has a particularly high transit commute mode share -- 7.2% of all work trips, which compares favorably with the state share of 5.2% and the national share of 5%.^{vi}

The other counties of the region do not fare as well compared to the state or federal averages, as all are well below both. However, it should be noted that given the sheer size of the region, it still remains one of the largest transit markets in the country. Orange County's commute mode share may only be 2.9%, but OCTA still ranks among the American Public Transportation Association's (APTA) 50 largest providers of public transportation.

Table 5: Journey to Work by County, 2011 American Community Survey

2011 3 year ACS Estimates	Imperial County	Los Angeles County	Orange County	Riverside County	San Bernardino County	Ventura County
Workers 16 years and over	57,099	4,327,711	1,400,804	838,422	782,989	378,846
MEANS OF TRANSPORTATION TO WORK						
Car, truck, or van	90.2%	83.0%	88.2%	90.0%	91.0%	89.1%
Drove alone	78.9%	72.2%	78.1%	77.1%	74.4%	75.9%
Carpooled	11.3%	10.8%	10.0%	13.0%	16.7%	13.2%
In 2-person carpool	7.9%	8.4%	7.7%	9.6%	13.2%	9.7%
In 3-person carpool	1.7%	1.5%	1.3%	1.9%	2.0%	1.7%
In 4-or-more person carpool	1.8%	1.0%	0.9%	1.5%	1.5%	1.8%
Workers per car, truck, or van	1.08	1.08	1.07	1.09	1.11	1.09
Public transportation	1.5%	7.2%	2.9%	1.5%	1.9%	1.4%
Walked	2.0%	2.9%	2.0%	1.6%	2.0%	2.3%
Bicycle	0.5%	0.8%	1.0%	0.4%	0.4%	0.8%
Taxicab, motorcycle, or other means	1.3%	1.2%	1.0%	1.4%	1.0%	1.0%
Worked at home	4.5%	4.9%	5.0%	5.1%	3.7%	5.5%

Transit Dependency

Transit plays an important role in providing mobility and modal choice in the SCAG Region, but also helps to provide mobility for households or travelers with no or limited access to vehicles. Table 6 below displays Five Year Estimates of Vehicles Available by Household, as reported by the U.S. Census's American Community Survey. One out of ten households in Imperial and Los Angeles Counties have no vehicles available, and about 1/4 to 1/3 of households in all counties have only one vehicle available. Public transportation remains an effective way of providing mobility options for those households^{vii}.

VEHICLES AVAILABLE BY HOUSEHOLD	IMPERIAL COUNTY	LOS ANGELES COUNTY	ORANGE COUNTY	RIVERSIDE COUNTY	SAN BERNARDINO COUNTY	VENTURA COUNTY
No vehicles available	11%	10%	5%	5%	5%	5%
1 vehicle available	31%	35%	29%	30%	28%	26%
2 vehicles available	35%	35%	42%	39%	38%	41%
3 or more vehicles available	23%	20%	25%	26%	29%	29%

As noted in the Brookings Institution Report, “Transit Access and Zero Vehicle Households,” the SCAG Region contains three of the 100 Metropolitan Statistical Areas (MSAs) with the largest concentrations of zero vehicle households. As the second largest MSA in the country, it is not surprising that the Los Angeles-Long Beach-Santa Ana² MSA has the third largest number of zero car households, behind New York-Northern New Jersey-Long Island NY-NJ-PA, and Chicago-Naperville-Joliet IL-IN-WI. The 358,705 zero car households represent almost 5% of the national total, and are almost as much as the combined total of the San Francisco-Oakland-Fremont CA and Washington-Arlington-Alexandria DC-VA-MD-MV MSAs.^{viii}

The Riverside-San Bernardino-Ontario CA and Oxnard-Thousand Oaks-Ventura, CA MSAs are also represented within the index, with 65,862 and 10,200 households, respectively. These two areas both rank within the bottom quintile for share of jobs accessible via transit within 90 minutes, while Los Angeles-Long Beach-Santa Ana ranks within the middle quintile (Riverside-San Bernardino-Ontario ranks 99 out of 100, and Oxnard-Thousand Oaks-Ventura ranks 85). Ninety-nine percent of zero vehicle households within Los Angeles-Long Beach-Santa Ana have access to some sort of public transportation, while only 87% of Riverside- San Bernardino-Ontario households and 91% of Oxnard-Thousand Oaks-Ventura households do.

External Benefits of Transit Use

Transit use also provides external benefits to the region’s transportation system, through investment, reduced traffic congestion, and air pollution emissions reductions. APTA estimates that for every billion dollars invested in transit (as of 2007) approximately 36,000 jobs are created. This includes the direct purchasing power of transit agencies, and also the spending power of the employees of transit agencies^{ix}. Were this rate to have held constant into FY 10-11, transit spending in the SCAG Region would have resulted in the creation or maintenance of roughly 150,000 jobs.

Similar studies by APTA have concluded that compact, transit friendly communities have a per capita transit fatality rate roughly 25% that of auto dependent communities, and have less severe traffic collisions. Further, as the market share for cleaner transit fuels

² This MSA’s name was changed per the 2010 US Census Boundaries to Los Angeles – Long Beach – Anaheim CA

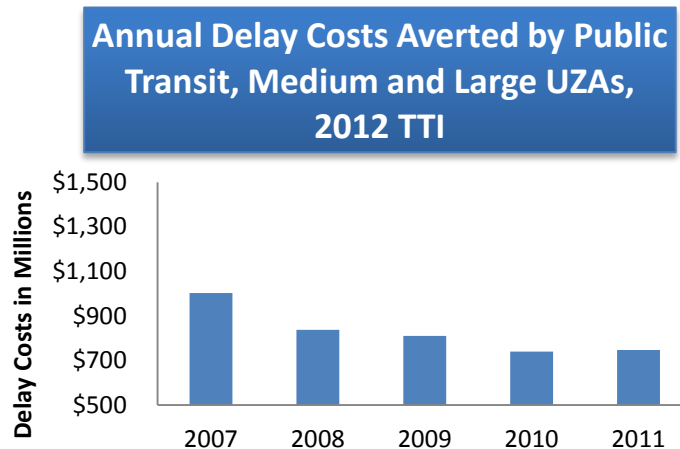
has reached 30.4% nationally, the per passenger mile air pollution emissions profile of transit has decreased significantly, especially regarding diesel particulate, oxides of nitrogen, and hydrocarbons^x.

The Texas Transportation Institute (TTI), in its annual Urban Mobility Report, estimates traffic congestion delay averted due to the use of the region's public transportation system. Below are charts tracking the amount of delay averted in aggregate hours, per capita hours, and monetized costs avoided via public transit usage in the Indio-Cathedral City-Palm Springs CA, Lancaster-Palmdale CA, Los Angeles-Long Beach-Santa Ana CA, Oxnard CA, and Riverside-San Bernardino CA urbanized areas (UZAs).

As discussed in chapter 5 of the 2012-2035 RTP/SCS, delay is a commonly used measure of mobility, often defined as the difference between actual travel time and the travel time at a predefined "optimal speed" for the mode being considered. For the purposes of the TTI report, the delay in question relates to auto travel, measured in Vehicle Hours of Delay.

As displayed in Figure 2, below, significant externalized costs of auto operation are avoided in the SCAG Region due to travelers choosing transit instead of driving. During the economic boom year of 2007, these costs totaled nearly a billion dollars. The impact of the recession of 2008-2009, and subsequent service cuts, can be seen as the cost savings diminish in the 2008-2011 period.^{xi}

Figure 2: Average Annual Delay Costs Avoided by Public Transit, 2012 TTI



Similarly, Figure 3 outlines the aggregated hours of delay averted by travelers who choose to use transit instead of driving. In 2007, transit riders averted a total of almost 45,000 delay hours by not using road facilities. As the economy worsened, the delay benefits decreased significantly. However, transit's delay reducing impacts will be greatest when demand for road-space is greatest. This would imply that when the economy recovers to pre-2008 levels, so will transit's delay reduction benefits.

Figure 3: Average Annual Delay Hours Avoided by Public Transit, 2012 TTI

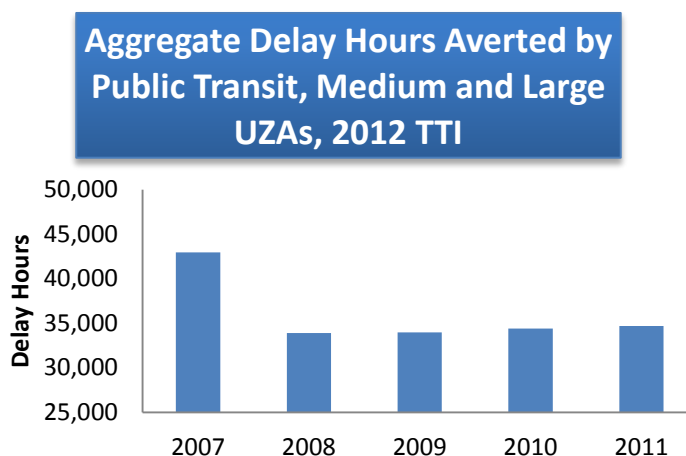
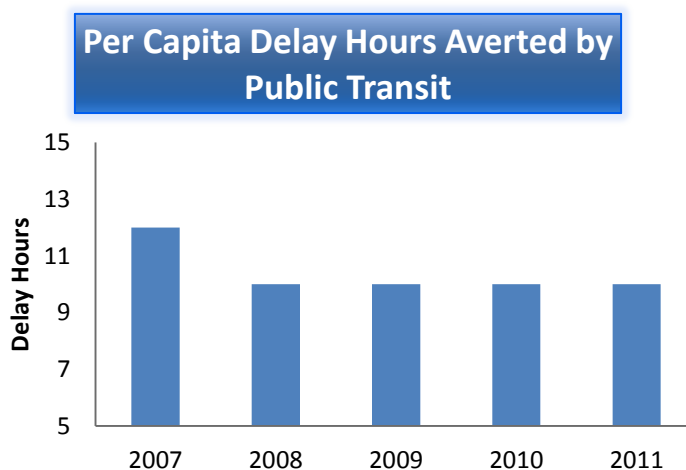


Figure 4, displays transit's delay reduction benefit on a per capita basis. As detailed below, transit riders in the SCAG Region saved residents roughly ten hours in delay averted in 2011.

Figure 4 Per Capita Delay Hours Avoided by Public Transit, 2012 TTI



Section 2: Evaluating Transit System Performance

Legislative Context

Since the 1990s, MPOs have been advised by the federal government to consider the performance of their long range planning documents. Beginning in 1998, SCAG has incorporated performance based planning into its Regional Transportation Plans (RTPs), and has encouraged performance based planning throughout the region. For the 2004 RTP, SCAG developed a set of measurable goals and outcomes that included the principal of sustainability, which is not limited only to the environment and the transportation-land use connection, but also has important implications on how the region meets its critical system preservation needs.

Beginning with the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), MPOs have been called upon to incorporate Maintenance and Operations strategies into both the RTPs and Congestion Management Programs (CMP) produced by Congestion Management Agencies. MAP-21 continues to reinforce the importance of performance based planning in the RTP process, while also reinforcing the importance of maintaining a state of good repair for transportation infrastructure and assets.

MAP-21 amends 23 U.S.C 150(c) to require MPOs to work in collaboration with transit agencies and state DOTs to establish performance measures consistent with performance targets related to transit asset management and transit safety, as set forth in 49 U.S.C. 5326(c) and 5329(d).

MAP-21 also mandates RTPs must employ performance based planning, that RTPs must include a System Performance Report, and that Federal Transportation Improvement Programs (FTIP) must include “a description of the anticipated progress brought about by implementing the FTIP towards achieving the performance targets.” MAP-21 mandates the Secretary of Transportation to issue final rules for the establishment of performance targets for transit at the state and MPO levels, following which, states shall have three months to establish targets, and MPOs shall follow in enacting their own targets within 180 days (49 U.S.C. 5326(c)(1)).

This report is an incremental step towards producing a System Performance Report for the 2016 RTP/SCS, and the incorporation of an annual review of system performance geared towards planning for operations and maintenance into SCAG’s transit modal planning practices. Similar to the Metropolitan Transportation Commission’s (MTC) of

the *Statistical Summary of Bay Area Transit Operators*, this report will provide an annual format for measuring system performance, through the analysis of data reported by transit operators to the National Transit Database (NTD). The incorporation of a transit property into this analysis is therefore contingent upon a steady report of performance data to the NTD.

Staff have conducted a review of planning documents, reports, and resources to assess what types of performance measures should be analyzed on an annual basis, what modes should be analyzed, and which transit properties should be included in the analysis. Staff has also sought input from the Regional Transit Technical Advisory Committee, consisting of representatives from the region's transit providers.

Given this review, current system performance will be examined along the following tiers, similar to the tiering structures used in the 2001 and 2004 RTPs:

1. Rapid Transit (heavy rail, light rail, bus rapid transit operators)
2. Regional / Subregional (larger operators of motor bus service – including operations across jurisdictional boundaries by agencies receiving FTA 5307 funds).
3. Local (local and circulator motor bus service operators)
4. Specialized Operators (demand response and rural transit operations)

Operations within tier one and tier two are proposed to be the focus of the 2012-2013 system performance work effort, due to availability of NTD data. In future iterations of this report, strategies for analyzing tier three and tier four operations may be pursued.

Transit System Performance Measures

The 2010 *Regional Transportation Plan Guidelines* adopted by the California Transportation Commission (CTC) provides guidance in the use of performance measurement in regional planning. The Guide defines performance measures as a set of “objective, measurable criteria used to evaluate the performance and effectiveness of the transportation system, government policies, plans and programs. Performance measures use statistical evidence to determine progress toward specific and defined objectives.” Performance measures can be quantitative or qualitative, and should “help set goals and outcomes, detect and correct problems, and document accomplishments.”^{xii}

Performance measurement can occur at the regional or corridor level, and at either the system or a project by project basis. The CTC’s State Transportation Improvement Program (STIP) Guidelines establish performance criteria at both the project and the system level. The guidelines provide the following examples of appropriate system performance measures:

- Safety
- Mobility
- Accessibility
- Reliability
- Productivity/ Throughput
- System Preservation
- Return on Investment/Lifecycle Cost

Performance Measurement in the 2012-2035 RTP/SCS

The adopted performance measures for the 2012-2035 RTP/SCS are outlined in the fifth chapter of the plan, and further discussed in the plan’s performance measurement appendix. In addition to the traditional measures of mobility and economic impact, the adopted performance measures also included two new categories: location efficiency and public health. As below detailed in Table 7, the adopted performance measures focus on outcomes mostly related to land use, air quality, congestion related delay, road safety, and economic impacts of planned investments.

Given the system performance mandates contained in MAP-21, the 2016 RTP/SCS will need to incorporate more multimodal measures within its adopted measures, possibly including transit specific measures. As a result, this report will also inform the process for selecting the measures to be included in the System Performance Report component of the 2016 RTP/SCS.

Furthermore, as the Federal Transit Administration completes its rulemaking processes regarding MAP-21, staff will have to incorporate new transit specific measures into the 2016 RTP/SCS, including safety and state of good repair measures. This iteration of the system performance report functions to begin the discussion as to what other transit modal performance measures should also be included in the 2016 RTP/SCS.

Table 7 Adopted Performance Measures from the 2012-2035 RTP/SCS

Outcome	Performance Measure/Indicator	Definition
Location Efficiency	Land consumption (total & per capita)	Total and per capita of land areas used development
	Median distance for work and non-work trips	The travel distance from which half of the work or non-work trips exceed and the other half below
	Percent of work trips less than 3 miles	The share of total work trips which are fewer than 3 miles
	Share of growth in transit priority areas	Share of the region's growth in population, households and employment in transit priority areas
	Work trip length distribution	The statistical distribution of work trip length in the region
Mobility/ Accessibility	Person delay per capita	Delay per capita can be used as a supplemental measure to account for population growth impacts on delay.
	Person delay by facility type (mixed flow, HOV, arterials)	Delay – excess travel time resulting from the difference between a reference speed and actual speed.
	Truck delay by facility type (Highway, Arterials)	Delay – excess travel time resulting from the difference between a reference speed and actual speed.
	Travel time distribution for transit, SOV, HOV for work and non-work trips	Travel time distribution for transit, SOV, HOV for work and non-work trips
Safety and Health	Collision/accident rates by severity by mode	Accident rates per million vehicle miles by mode (all, bicycle/pedestrian and fatality/killed)
	Tons of pollutants	Measured/forecast emissions include CO, NOX, PM2.5, PM10, SOX, and VOC. CO2 as secondary measure to reflect greenhouse gas emissions.
Environmental Quality	Net tons of pollutants (criteria pollutants) and greenhouse gas emissions	Measured/forecast emissions include CO, NOX, PM2.5, PM10, SOX, and VOC. CO2 as secondary measure to reflect greenhouse gas emissions.
Economic Well Being	Additional jobs supported by improving competitiveness	Number of jobs added to the economy as a result of improved transportation conditions which make the Region more competitive
	Additional jobs supported by transportation investment	Total number of jobs supported in the economy as a result of transportation expenditures.
	Net contribution to Gross Regional Product	Gross Regional Product due to transportation investments and increased competitiveness
Investment Effectiveness	Benefit/Cost Ratio	Ratio of monetized user and societal benefits to the agency transportation costs
System Sustainability	Cost per capita to preserve multi-modal system to current and state of good repair conditions	Annual costs per capita required to preserve the multi-modal system to current conditions

Transit Performance Measurement Systems

The *Transit Cooperative Research Program Report 088: A Guide Book for Developing a Transit Performance Measurement System* divides transit performance measures into 8 distinct categories. These categories are displayed in the table below^{xiii}.

Table 8: Transit Performance Measurement Categories from TCRP 88

Category	Description
Availability	Measures how easily potential passengers can use transit for particular types of trips
Service Delivery	Measures that assess passengers day to day experiences using transit
Community/Transit Impact	Measures of transit's role in meeting passengers day to day experiences using transit
Travel Time	How long it takes to make a trip by transit, by itself, in comparison with another mode, or in comparison with an ideal value
Safety and Security	The likelihood that one will be involved in an accident (safety) or become a victim of a crime (security) while using transit
Maintenance and Construction	The effectiveness of the agency's maintenance and the impacts of transit construction on passengers
Economic	Measures of transit performance from a business perspective
Capacity	The ability of transit facilities to move people and vehicles

These performance measurement categories can also be broken into four levels of analysis. These include the Agency, the Customer, the Vehicle/Driver, and the Community levels.

The Customer level of analysis usually includes measures of service availability, comfort and quality of service, most especially relating to comfort and convenience. Performance measures within the travel time, availability, service delivery, safety and security, and maintenance and construction categories are applicable to this level of analysis.

The Agency level of analysis is more concerned with the efficiency and effectiveness of transit operations. Appropriate categories include maintenance and construction and economic measures. Due to the availability of NTD cost and utilization data, the agency level is among the most commonly analyzed.

The Vehicle/Driver point of view includes measures of vehicular speed and delay, such as those routinely calculated for streets and highways as proscribed in the Institute for Transportation Engineers (ITE) Highway Capacity Manual. Vehicle/Driver measures can also include measures of facility or guideway capacity. Examples include average vehicle speed, volume/capacity ratios, roadway capacity, and vehicular capacity. Within the context of transit, the measures often focus on the performance of an individual route or run.

Measures at the Community level assess transit's role in meeting broad community objectives. The impact of transit service on different aspects of a community, including economic growth, property values, and employment, mobility and the environment are among the most common community level measures.

Table 9: Performance Measure Data Reported to the National Transit Database

Operational Measures	Financial Measures
Vehicle Revenue Miles (Passenger Car Revenue Miles for Rail Modes)	Fare Revenues Earned by Mode and Type of Service
Vehicle Revenue Hours (Passenger Car Revenue Hours for Rail Modes)	Operating Expense by Mode and Type of Service
Vehicles Operated in Maximum Service	Operating Expense by Mode and Type of Service for Vehicle Operations
Directional Route Miles (Fixed-Guideway and Mixed-Traffic when Applicable)	Operating Expense by Mode and Type of Service for Vehicle Maintenance
Passenger Miles Travelled	Operating Expense by Mode and Type of Service for Non-Vehicle Maintenance
Unlinked Passenger Trips	Operating Expense by Mode and Type of Service for General Administration
Monthly Operational Measures	Total Capital Expenditure
	Capital Expenditure – Rolling Stock
	Capital Expenditure - Facilities

The measures used in this report focus on travel time, maintenance, and economic categories – particularly cost effectiveness and cost efficiency. Data reported to NTD by transit agencies allow for analysis to be conducted most easily at the agency level. NTD data is not an effective tool for measuring service as it is experienced by the passenger.

Cost efficiency measures evaluate the ability of an agency to provide service given existing funding constraints, without examining the consumption of service. These measures simply demonstrate the ability of an agency to provide outputs of transit service (revenue hours, revenue miles) given certain inputs (labor, operating expenses). These measures are used by most transit agencies to track system performance.

Cost effectiveness measures assess both supply and demand. How well is a system meeting community demand for transit service, within existing financial constraints? Given the demand side characteristics of these measures, they more clearly represent the individual conditions of any particular service area, since transit demand varies widely over space. These measures are therefore less useful for inter-agency benchmarking than cost efficiency measures.

The ratio of passenger volume to service provided forms the basis for most productivity measures. Typically measured in passengers per hour or per mile, these figures are affected by demand, service area size and characteristics, vehicle speeds, and the amount of service provided.

Maintenance measures analyze the state of an agency's capital stock, and the effectiveness of its maintenance programs. Fleet average vehicle age measures the age of an agency's fleet, and allows for medium term planning assumptions about maintenance and vehicle replacement needs. These data are reported in fleet average age in years in this resource.

Mobility, the ability of travelers to move between a variety of origins and destinations, is one of the key goals of regional planning at SCAG. The average speed at which a transit vehicle moves is a useful proxy variable for travel time, a component of mobility. While this variable does not compare travel speeds to other modes, or assess individual trip times, it does assess the impact of congestion, route directness, dwell and boarding/alighting times, signal times, and other variables on providing relatively quick transit trips.

Performance Data

All of the data analyzed in this report were obtained from the NTD. The NTD was established by Congress to be the nation's primary source for information and statistics on its transit systems. Recipients or beneficiaries of grants from the Federal Transit Administration (FTA) under the Urbanized Area Formula Program (§5307) or Other than Urbanized Area (Rural) Formula Program (§5311) are required by statute to submit data to the NTD. Over 660 transit providers in urbanized areas annually report performance data to the NTD. These data are used to apportion over \$5 billion of FTA funds to transit agencies in urbanized areas (UZAs). Annual NTD reports are submitted to Congress summarizing transit service and safety data.

The legislative requirement for the NTD is found in Title 49 U.S.C. 5335(a). NTD data for the SCAG region include annual operations and financial reports dating back to 1991, and monthly non-audited operations reports dating back to 2002.

Table 10: Performance Measures used in this Report

Performance Concept	Performance Measure
Economics/Cost Efficiency	Operating Cost per Vehicle Revenue Hour
Economics/Cost Effectiveness	Farebox Recovery
	Operating Cost per Passenger Trip
	Operating Cost per Passenger Mile
	Passengers per Vehicle Revenue Hour
Service Effectiveness/ Productivity	Passengers per Vehicle Revenue Mile
	Fleet Average Vehicle Age
Maintenance	Average Vehicle Speed
Mobility/Travel Time	

Section 3: Regional Performance

The 2012-2035 RTP/SCS: The State of the System

Transit System Performance in 2008-2009

As part of the analytical work comprising the production of the transit appendix to the 2012-2035 RTP/SCS, data were collected and analyzed regarding performance for 25 agencies providing inter-jurisdictional transit service in the SCAG Region. The data available for this effort mostly date to FY 07-08 and FY 08-09, and do not fully capture the impact of the recession and subsequent slow growth on the region's public transportation providers.

As of FY08-09, transit agencies in the SCAG Region reported 747.3 million boardings. This represents growth of nearly 20% in the ten years between 2000 and 2010, but only 4% growth in per capita trips. Metrolink and Metro Rail (L.A. County) saw ridership growth of 6% to 8% a year, while traditional local bus has grown 1.5% a year. This rate is well below the region's rate of population growth, meaning that bus transit is actually losing ground in the SCAG Region, even though local buses carry roughly 86% of our region's transit riders.

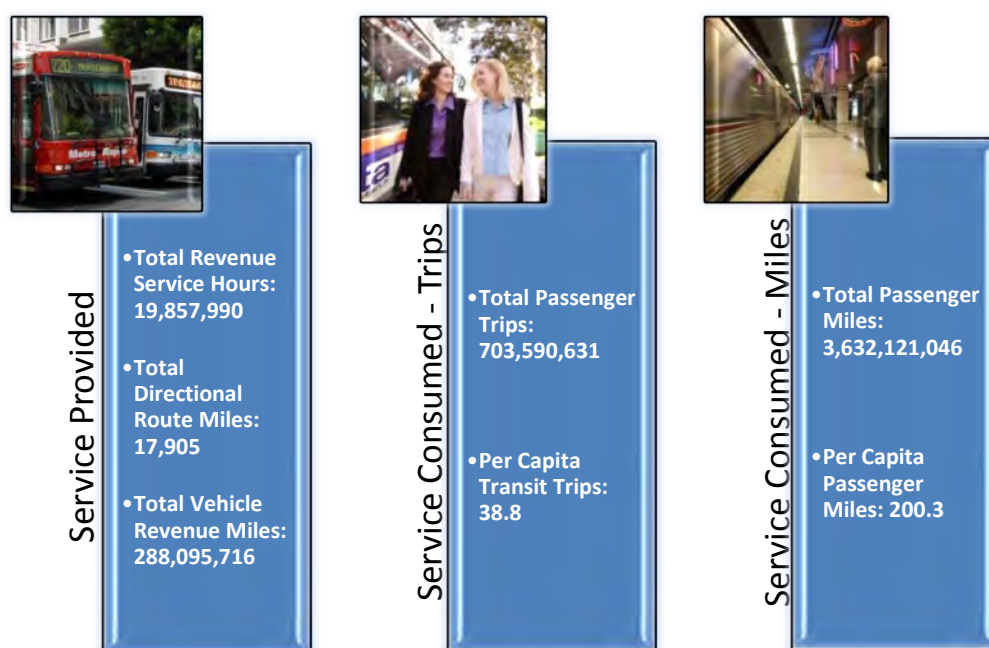
The 2012-2035 RTP/SCS analysis also demonstrated that over the previous ten years, transit modal speeds have remained relatively constant. Metrolink's average speed was found to be about 40 mph, Metro Rail about 23 mph, and local bus about 13 mph. Comparatively, auto speeds remained very competitive with transit. Freeway speeds were about 40 mph, and 26 mph for major arterials. Metrolink speeds were competitive with highway speeds, but overall travel times for Metrolink passengers are likely longer due to the time needed to travel to and from the Metrolink stations on each end of the trip, and the infrequent nature of Commuter Rail service.

Transit costs and revenues did not fare as well over the previous decade. Farebox recovery was down significantly, from 32% to 27%. Even more concerning, each transit mode saw costs per passenger mile traveled increase in constant dollars: bus service 24%, Metro Rail 41% and Metrolink 48%.

System Level Measures: Service Provided and Consumed

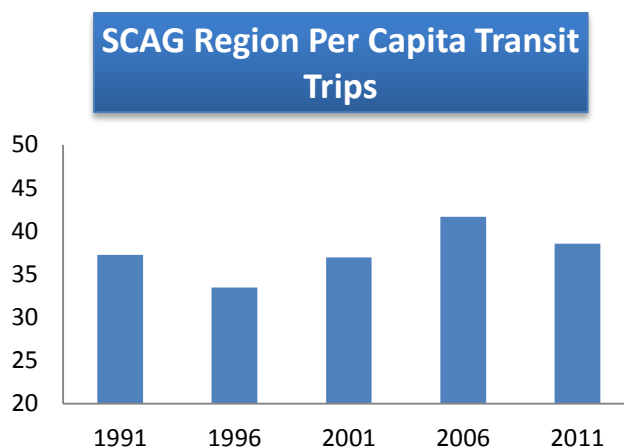
The Years between FY 08-09 and FY 10-11 were a period of austerity and downsizing for households and employers in the region, and subsequently also for transit agencies. Figure 5 below demonstrates basic service provision and consumption measures for the region, as obtained from the NTD's 2011 data.

Figure 5: Characteristics of Transit Service in SCAG Region: Service Provision and Consumption in FY10-11



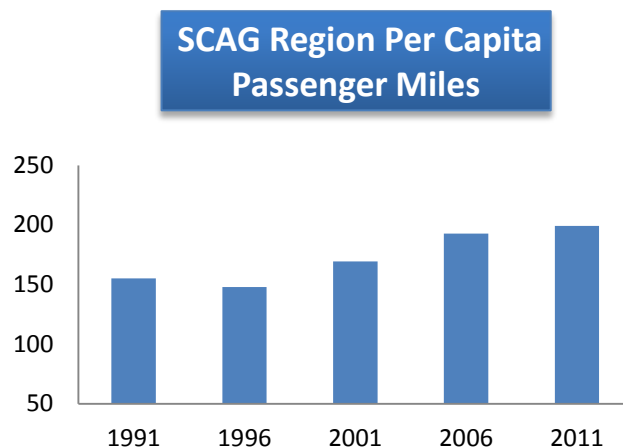
As displayed in Figures 5 and 6, the 703.6 Million trips reported in FY10-11 represent a 6% decrease from the FY08-09 data point, and per capita trips have fallen from a high of over 42 in 2005-2006 to 38.8 in 2010-2011.

Figure 6: Per Capita Transit Trips, 1991, 1996, 2001, 2006, 2011,



Per capita passenger miles do appear to be growing though, suggesting a long term pattern to towards longer transit trips. Given the region's focus on developing rail modes that serve long distance travelers, this is not entirely surprising.

Figure 7: Per Capita Transit Passenger Miles, 1991, 1996, 2001, 2006, 2011



System Level Measures: Revenues and Costs

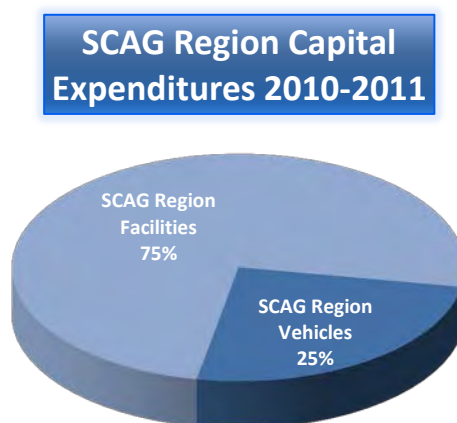
Cost effectiveness and efficiency are important measures for understanding the performance of transit. Transit capital and operations and maintenance costs total roughly half of the investments in the 2012-2035 RTP/SCS. The annual operating costs of transit service in the SCAG Region are significant. In FY 10-11, operating costs totaled almost \$3 billion and capital investments were slightly over \$1.1 billion.

Table 11: Characteristics of Transit Operating Expenditures in SCAG Region

SCAG Region FY 10-11: Operating Costs And Revenues	
Total Operating Expenditures	\$ 2,393,275,427
Vehicle Operations Costs	\$ 1,306,588,679
Vehicle Maintenance	\$ 440,391,335
Non Vehicle Maintenance	\$ 147,767,893
General Administration	\$ 490,826,453
Fare Box Revenues	\$ 621,239,062

Figure 8, below, details the proportions of capital funds spent on facilities and the proportions spent on vehicles. According to APTA, in 2007 the nation spent roughly 27% of its transit capital funds on vehicle acquisition, and roughly 73% on the development of facilities, implying that the region is keeping pace with national trends^{xiv}.

Figure 8: Uses of Transit Capital Expenditures in SCAG Region



Historical Investments

Since 1991, transit agencies have spent \$10.96 Billion in year-of-expenditure dollars on capital investments: 37% for Rolling Stock, 48% for Facilities, including passenger stations, guideways, administration buildings, and maintenance buildings, and 15% for other expenses, including purchased transportation services, communications-information systems, and fare collection equipment.

In the period since 1991, transit agencies have spent a further \$31.62 Billion in year-of-expenditure dollars on Operations and Maintenance expenses. Almost 80% of those expenses have been for fixed route bus service, roughly 6% each for Light Rail, Commuter Rail and Demand Response, and another 4% for Heavy Rail.

Projected Investments

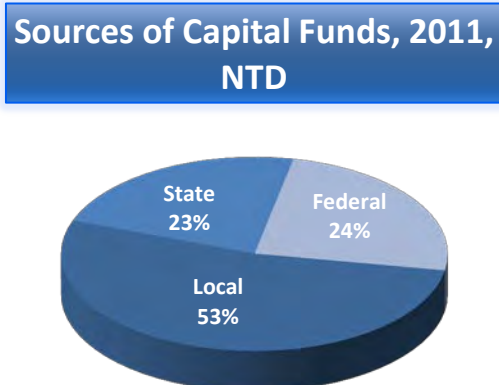
Projections from the 2012-2035 RTP/SCS Financial Model indicate significant continued spending on transit. The SCAG Cost model identifies a total cost of \$139.3 billion for the Region's transit Operation and Maintenance (O&M) and system preservation goals, including O&M expenses for existing services, service expansions, major new capital investments, and system preservation investments. Transit O&M and system preservation accounts for 64.2% of the Multimodal System Preservation and Maintenance Needs identified in the 2011 Cost Model.

The 2012-2035 RTP/SCS also budgets roughly \$55 Billion for transit capital investments, and another \$57.8 Billion for Intercity Passenger Rail and High Speed Rail capital.

Fund Sources

As of FY 10-11, local funding makes up just over half of all transit capital funds in the SCAG Region. This is consistent with the national trend of diminishing federal shares in transportation funding. However, it should also be noted that one reason the SCAG Region is able to fund nearly half its capital budget locally is the success of local option sales taxes for transportation. Five of the six counties in the SCAG Region are self-help counties, and Los Angeles County has passed a total of three sales tax measures.

Figure 9: Sources of Capital Funds 2010-2011, NTD



As demonstrated in Figure 10, from 1998 to 2003 well over 60% of all capital revenues were federal. This period coincides with Metro Red Line extensions to Hollywood and the San Fernando Valley, and demonstrates the importance of the region's ability to compete for federal resources. The precipitous decline in state revenues between 2008 and 2011 coincides with declines in Local Transportation Fund (LTF) revenues as documented in the Transit Appendix of the 2012-2035 RTP/SCS.

Figure 10: Regional Trends in Transit Capital Fund Sources 1991-2011, NTD

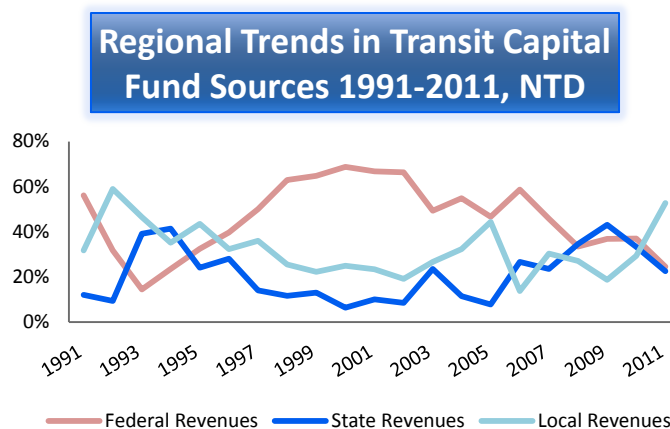
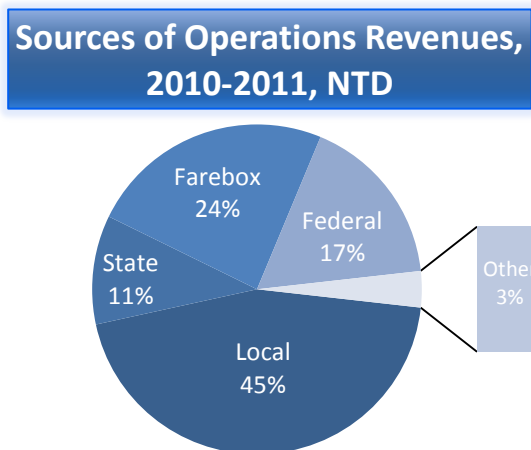


Figure 11 displays total FY 10-11 O&M funding for the region's transit properties. In FY 10-11 only 31% of transit O&M revenues were generated outside the region, with the rest coming from farebox revenues or other local sources. The 20 year trend for O&M funding is more stable than for capital funding, reflecting the federal government's reluctance to directly support operations in urbanized areas in the post-Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) era. Declining state revenues in recent years reflect similar trends as declining capital funds.

Figure 11: Sources of Operations Revenues, 2010-2011, NTD



The importance of LTF funds to transit agencies operating budgets is demonstrated below in Figure 12. As state revenues grew beginning in 2000, local monies were freed up for other uses. However, decreases in state funds between 2007 and 2011 have meant that local funds are increasingly important, in addition to causing many operators to cut service.

Figure 12: Trends in Operations Funding, 1991-2011

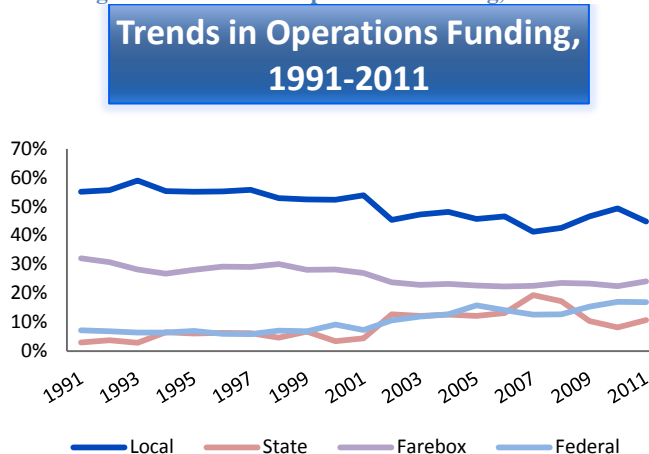
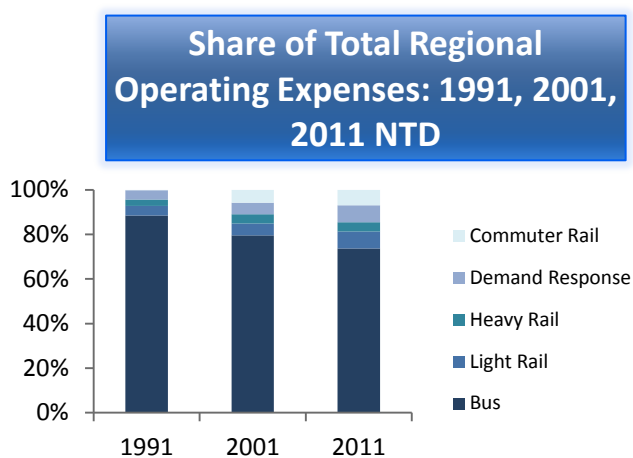


Figure 13, below, demonstrates the splits among modes in terms of O&M spending. The region's increasing financial commitment to rail transit and demand response is evident in the period between 1991 and 2011, as total spending on rail and demand response modes grows from 9% in 1991, to 23% in 2001, and to 28% in 2011.

Figure 13: Share of Total Regional Operating Expenses: 1991, 2001, 2011 NTD



Characteristics of Transit Mode Shares in the SCAG Region

Since 1991, transit agencies in the SCAG Region have provided about 13.22 billion transit trips, almost 90% occurring on buses, 4% on heavy rail, 5% on light rail, and commuter rail and demand response each providing 1%.

Between 1991 and 2011, there was a massive effort to expand the scope and nature of transit in the region. One strategy has been the proliferation of fixed guideway transit facilities. The NTD defines a fixed guideway as:

“A public transportation facility using and occupying:

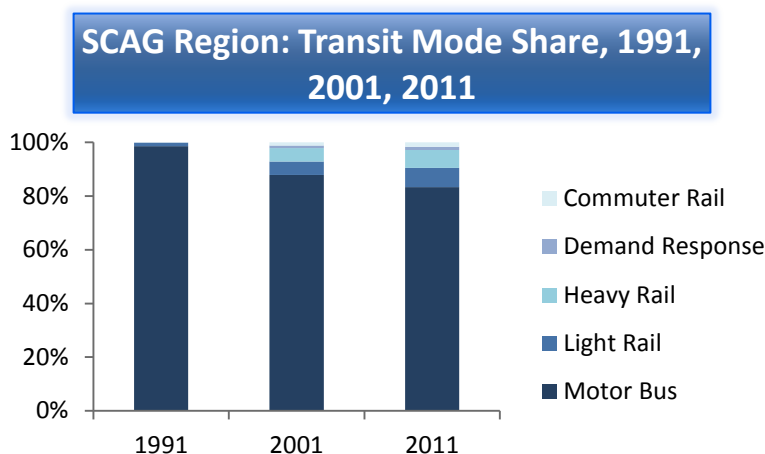
- A separate right-of-way (ROW) or rail for the exclusive use of public transportation and other high occupancy vehicles (HOV), or
- A fixed catenary system useable by other forms of transportation.”

As of 1990, all regional fixed guideway transit operations consisted of express buses operating in HOV lanes. Between 1991 and 1993, the Los Angeles County Transportation Commission (LACTC), the Southern California Rapid Transit District (RTD), and Metrolink began operating light rail, heavy rail, and commuter rail service.

Similarly, the passage of the Americans with Disabilities Act in 1990 mandated that accessible paratransit be provided to passengers with disabilities within three-quarters of a mile of any fixed route bus service.

As demonstrated in Figures 14, since the opening of the Metro Blue Line in 1991, rail transit has grown from 1.3% of all transit trips to 11.1% in 2001, and to 15.4% of all trips in 2011. Conversely, bus trips have declined from 98.6% of all trips to 83.4% of all trips. Rail transit supplies only 11.6% of all Vehicle Revenue Miles, which is to be expected since the per vehicle capacity of various rail modes is much higher than that of buses. However, fixed guideway services also constitute 20.9% of all operating expenses in the SCAG Region.

Figure 14 SCAG Region: Transit Mode Share, 1991, 2001, 2011

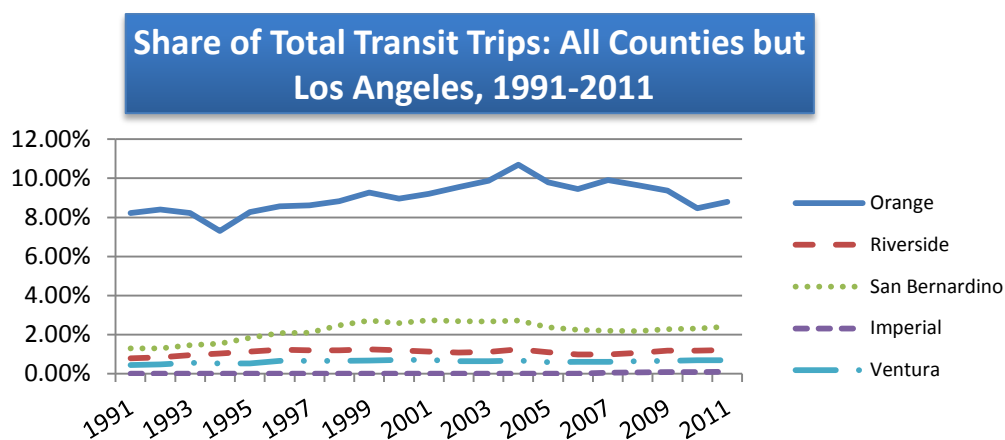


Geographic Distribution of Transit Trips in the SCAG Region

Los Angeles County is the largest and densest county in the region, and it is no surprise that the largest percentage of transit services provided and consumed occur there. However, while Los Angeles County represents slightly more than half of the total population of the SCAG Region, it has historically represented over 80—90% of total transit ridership.

As demonstrated in Figure 10, below, Orange County, while having roughly 17% of the Region's population, has seen between 8% and 12% of the total transit trip consumption since 1991. Riverside and San Bernardino Counties, despite both having grown rapidly since 1991, have differing growth patterns in terms of their overall share of regional transit consumption. While San Bernardino County has grown from 1% to nearly 3%, Riverside County has hovered steadily at roughly 1%. Ventura and Imperial Counties represent fairly small portions of the region's overall transit trips. Los Angeles County is not depicted below in order to maintain the scale of the chart.

Figure 5: Share of Transit Trips all but- Los Angeles County, 1991-2011 NTD



Within the US Census defined urbanized areas of the SCAG Region, there is a similar pattern in the provision and consumption of transit service. These areas exclude rural areas, where relatively small proportions of the region's transit service is provided or consumed. As demonstrated in Table 11, below, the vast bulk of transit service, trips, passenger miles, and operating expenses occur in the Los Angeles-Long Beach-Anaheim UZA. This UZA, containing central Los Angeles County, Northern Orange County, and small portions of Riverside and San Bernardino Counties represents the vast bulk of the population of the SCAG Region, with over 12 million residents.

Given its massive size, it's no surprise that the Los Angeles-Long Beach-Anaheim UZA makes up the largest portion of service provided, service consumed, and costs. However, the UZA represents approximately 89% of all operating costs, while supplying 87% of the service hours and carrying 94% of all trips. While each individual unit of service might be more expensive to provide within the UZA, it can be concluded that this service is more productive on the whole.

Table 12: Share Service Provision and Consumption by Urbanized Area, 2010-2011 NTD

	Vehicle Revenue Miles	Vehicle Revenue Hours	Passenger Miles Traveled	Unlinked Passenger Trips	Operating Expenses
Camarillo, CA	0.00%	0.00%	0.00%	0.00%	0.00%
El Centro-Calexico, CA	0.30%	0.22%	0.29%	0.09%	0.20%
Hemet, CA	0.41%	0.33%	0.14%	0.09%	0.18%
Indio-Cathedral City, CA	0.93%	1.01%	0.55%	0.49%	0.73%
Lancaster-Palmdale, CA	1.09%	0.82%	1.22%	0.35%	1.16%
Los Angeles-Long Beach-Anaheim, CA	85.51%	87.03%	90.85%	94.15%	88.94%
Mission Viejo-Lake Forest-San Clemente, CA	1.35%	1.24%	0.72%	0.54%	1.29%
Murrieta-Temecula-Menifee, CA	0.76%	0.59%	0.23%	0.14%	0.30%
Oxnard, CA	1.46%	1.34%	0.94%	0.66%	0.99%
Riverside-San Bernardino, CA	5.60%	5.22%	3.49%	2.63%	4.41%
Santa Clarita, CA	1.06%	0.84%	1.17%	0.46%	0.90%
Simi Valley, CA	0.19%	0.21%	0.00%	0.06%	0.14%
Thousand Oaks, CA	0.32%	0.30%	0.09%	0.06%	0.24%
Victorville-Hesperia, CA	0.83%	0.72%	0.29%	0.24%	0.38%
Yuma, AZ-CA*	0.20%	0.14%	0.03%	0.04%	0.13%
(*Yuma AZ-CA is a bi-state UZA with only a very small portion in California)					

Regional Performance

The measures selected for the operator profiles in the next section were identified in Table 8. Figures 20-27 display the aggregate regional performance for these measures, across all modes.

The region's operating costs per revenue hour have fluctuated significantly over the past 20 years but have been steadily increasing over the last decade, while farebox recovery has remained fairly steady. Costs per passenger mile were very fairly volatile in the 1990s, but have been remarkably steady since 2001, given the rising importance of rail transit in the region. Passengers per hour are decreasing, while the cost per passenger trip is increasing commensurately. Average vehicle age is increasing again after a rapid decrease in the early 2000s, while increasing vehicle speeds may reflect the increasing role of rail transit and exurban fixed route bus service.

The declines in productivity evident in Figures 22 and 26 are most likely a product of the increase in service hours over the last 20 years. As service has increased, it is no longer being used as intensely as it was in the early 1990s. Of course, there are valid policy reasons to seek to lower passengers per hour or mile. For instance, an agency could seek to extend service further into the evening, seeking to provide later return trip options for travelers or to provide mobility for service sector workers who often work well into the evening. Similarly, an agency might determine that the load factors on its runs are too high, and seek to provide extra service so that travelers would have more comfortable rides.

Figure 20: Operating Cost per Revenue Hour

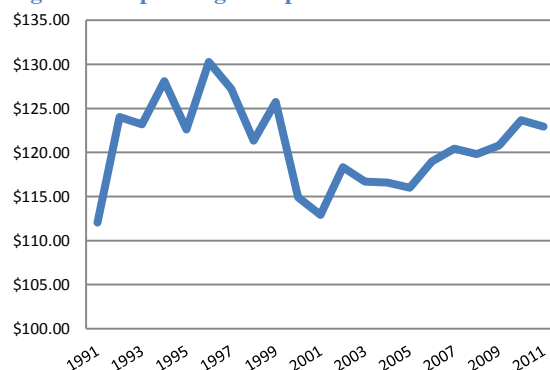


Figure 24: Farebox Recovery

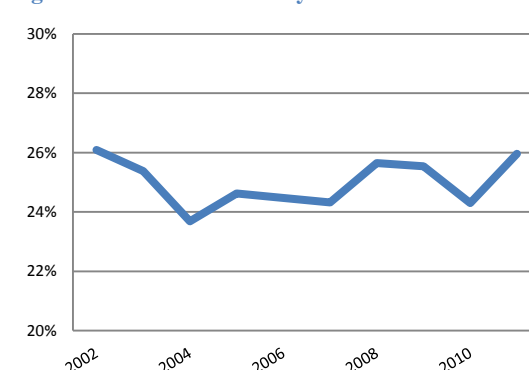


Figure 21: Operating Cost per Passenger Trip

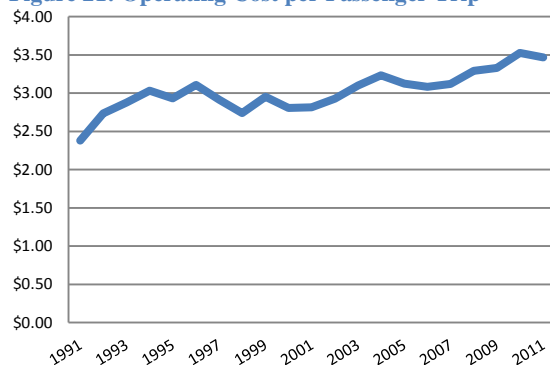


Figure 25: Operating Cost per Passenger Mile

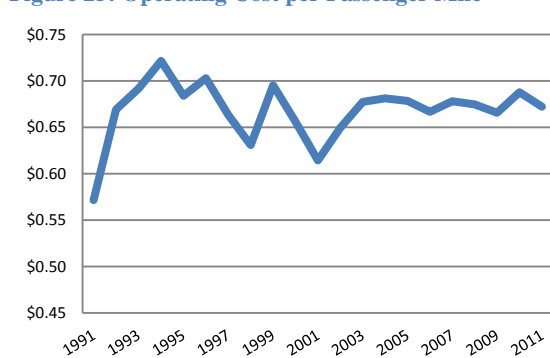


Figure 22: Passengers per Vehicle Revenue Hour

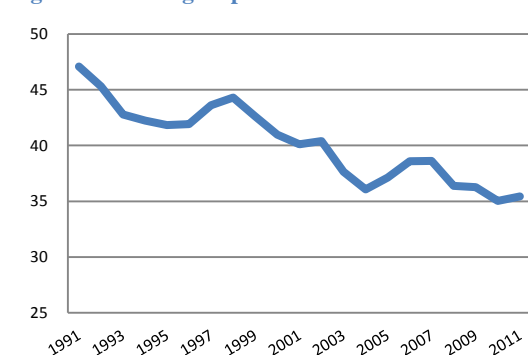


Figure 26: Passengers per Vehicle Revenue Mile

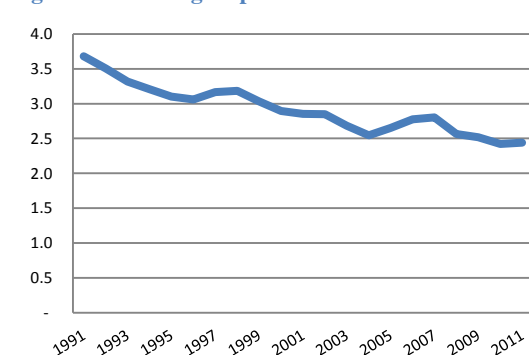


Figure 23: Fleet Average Vehicle Age, in Years

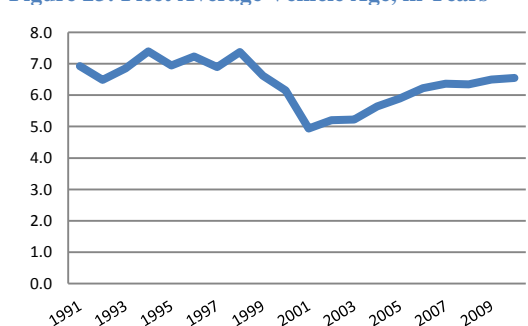
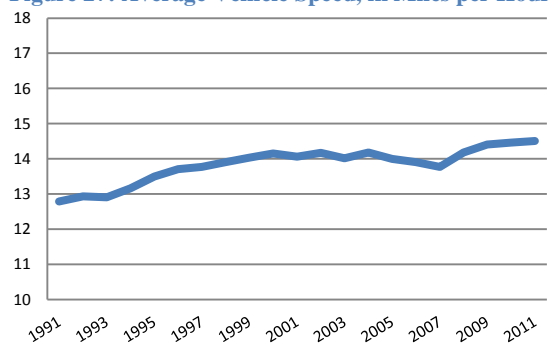


Figure 27: Average Vehicle Speed, in Miles per Hour



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- ⁱ National Transit Database, Glossary, downloaded from <http://www.ntdprogram.gov/ntdprogram/Glossary.htm#F> on 4/4/2013
- ⁱⁱ California Department of Transportation, Mass Transit Division, *Transit Development Act Statutes and California Codes of Regulations*
- ⁱⁱⁱ California Department of Transportation, Mass Transit Division, *Transit Development Act Statutes and California Codes of Regulations*
- ^{iv} California Department of Transportation, Mass Transit Division, *Transit Development Act Statutes and California Codes of Regulations*
- ^v U.S. Department of Transportation, Federal Highway Administration, 2009 National Household Travel Survey
- ^{vi} US Census, 2009-2011 American Community Survey 3-Year Estimates “Selected Economic Characteristics,” downloaded from http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_11_3YR_DP03&prodType=table on 4/4/13
- ^{vii} US Census, 2009-2011 American Community Survey 5-Year Estimates “Selected Economic Characteristics,”
- ^{viii} Adie Tomer, “Transit Access and Zero Vehicle Households” Brookings Institution 2011
- ^{ix} American Public Transportation Association, 2009, “Job Impacts of Spending on Public Transportation: An Update.” White Paper.
- ^x American Public Transportation Association in partnership with Victoria Transport Policy Institute 2010, Evaluating Public Transportation Health Benefits
- ^{xi} Texas Transportation Institute, 2012 Annual Urban Mobility Report
- ^{xii} Caltrans, 2010 California Regional Transportation Planning Guidelines, page 177
- ^{xiii} Transportation Research Board, *Transit Cooperative Research Program Report 088: A Guide Book for Developing a Transit Performance Measurement System 2003*
- ^{xiv} American Public Transportation Association, 2009, “Job Impacts of Spending on Public Transportation: An Update.” White Paper

Imperial County

Imperial Valley Transit

Address:

1405 North Imperial Avenue, Suite 1

El Centro, CA 92343

Website: <http://www.ivtransit.com/>

Governance Structure: County Transportation Commission

Base Fare: \$.75

Day Pass: N/A

Monthly Pass: N/A

Total Operating Budget: \$4,845,222.00

Capital Expenditures: N/A

Annual Service Provided: 44,752 Hours

Service Area: 424 Square Miles

Fleet Size: 26 Vehicles

Extent of System: 623 Directional Route Miles

Span of Service: 17 hours

Please see reporting exceptions list in Appendix A

Yuma County Area Transit

Address:

2715 east 14th Street

Yuma Az, 85365

Website: ycat.az.gov

Governance Structure: Intergovernmental Public Transportation Authority

Base Fare: \$2.00

Day Pass: \$5.00

Monthly Pass: \$60.00

Total Operating Budget: \$3,100,000.00

Capital Expenditures: \$843,000

Annual Service Provided: 36,250 Hours

Service Area: 5822 Square Miles

Fleet Size: 27 Vehicles

Extent of System: 549.3 Directional Route Miles

Span of Service: 16 hours

The Majority of YCAT Service occurs in Arizona and is not reported here

Los Angeles County

Access Services Incorporated of Los Angeles (ASI)

Address:

3449 Santa Anita Avenue,

P.O. Box 5728

El Monte, CA 91734-1728

Website: <http://www.asila.org>

Governance Structure: Incorporated Membership Organization

Base Fare: \$2.50

Day Pass: N/A

Monthly Pass: N/A

Total Operating Budget: \$99,743,038

Capital Funds Expended: \$4,572,049

Annual Service Provided: 1,621,630 Hours

Service Area: 1621 Square Miles

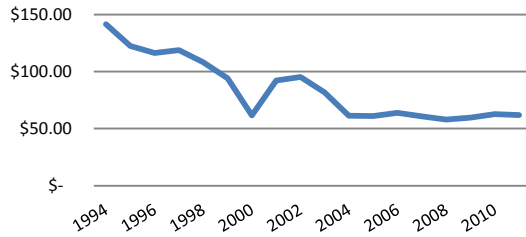
Fleet Size: 650 Vehicles

Extent of System: N/A

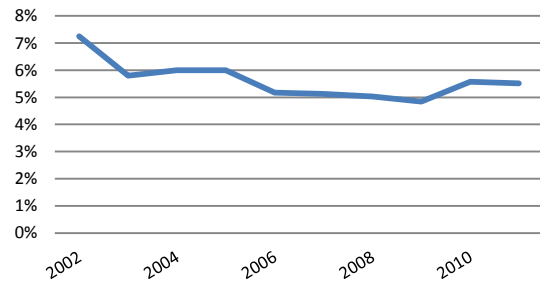
Span of Service: 24 Hours

ASI Demand Response

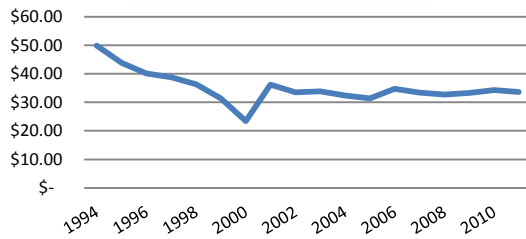
Operating Cost per Revenue Hour



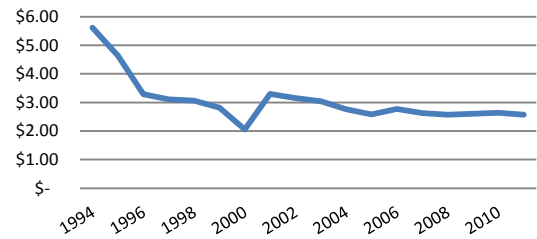
Farebox Recovery



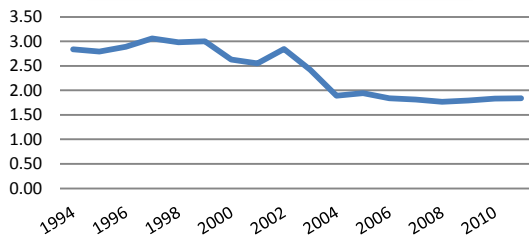
Operating Cost per Passenger Trip



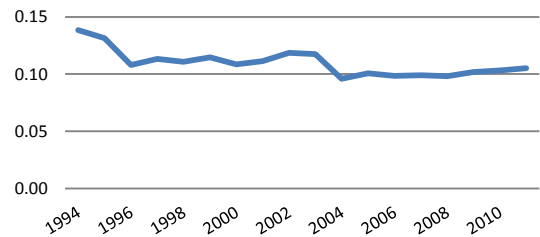
Operating Cost per Passenger Mile



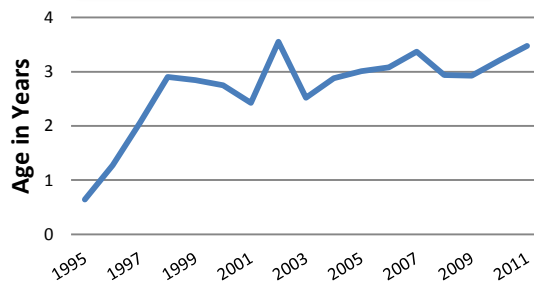
Passengers per Revenue Hour



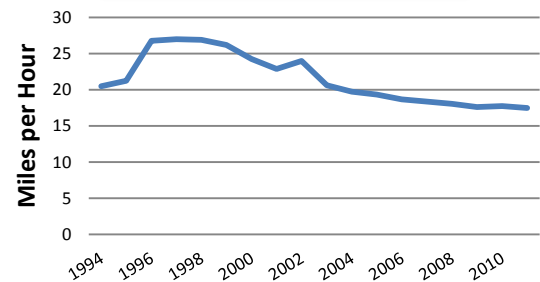
Passengers per Revenue Mile



Fleet Average Vehicle Age



Average Vehicle Speed



Antelope Valley Transit Authority (AVTA)

Address:

42210 6th Street West

Lancaster, CA 93534-7124

Website: <http://www.avta.com>

Governance Structure: Joint Powers Authority

Base Fare: \$1.50

Day Pass: \$3.75

Monthly Pass: \$50.00

Total Operating Budget: \$19,488,109

Capital Funds Expended: \$1,592,724

Annual Service Provided: 190,022 Hours

Service Area: 1,200 Square Miles

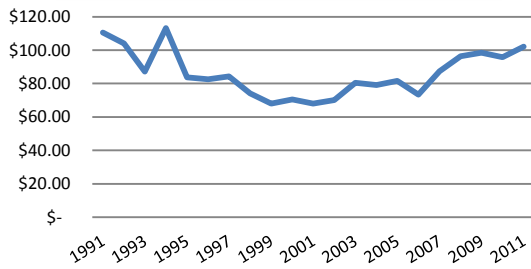
Fleet Size: 88 Vehicles

Extent of System: 457 Directional Route Miles

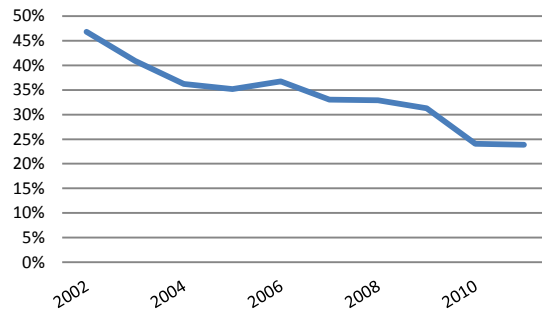
Span of Service: 15 Hours

AVTA Fixed Route

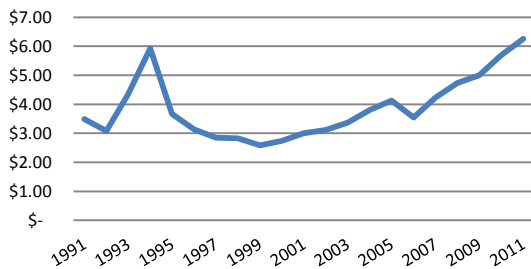
Operating Cost per Revenue Hour



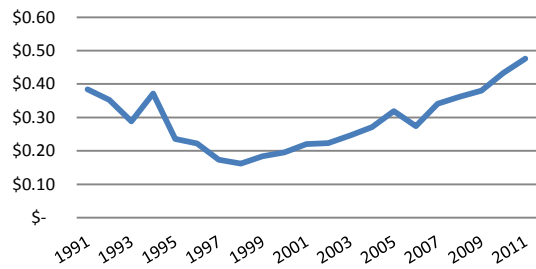
Farebox Recovery



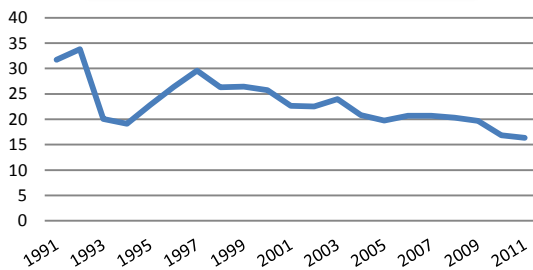
Operating Cost per Passenger Trip



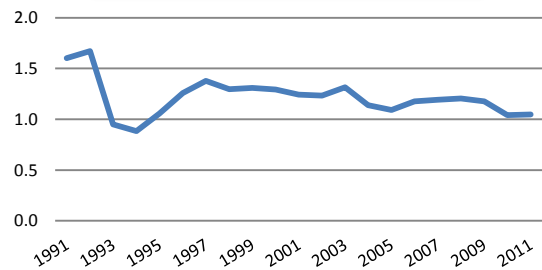
Operating Cost per Passenger Mile



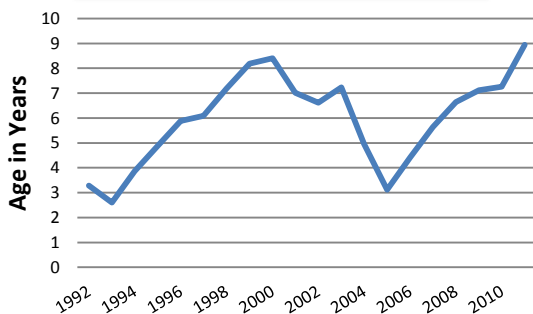
Passengers per Revenue Hour



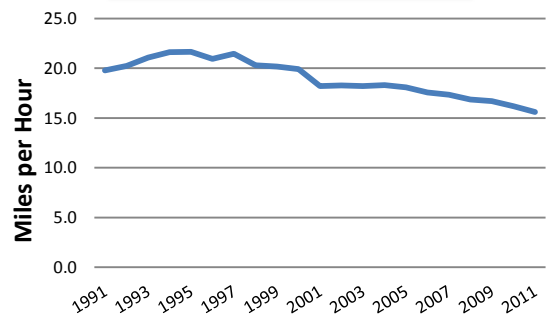
Passengers per Revenue Mile



Fleet Average Vehicle Age

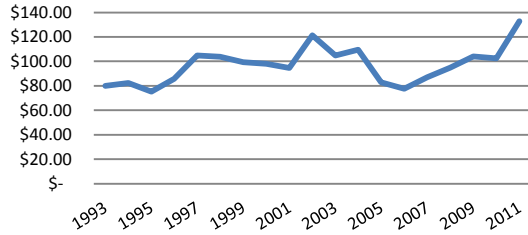


Average Vehicle Speed

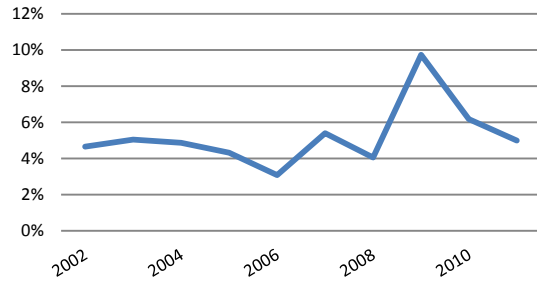


AVTA Demand Response

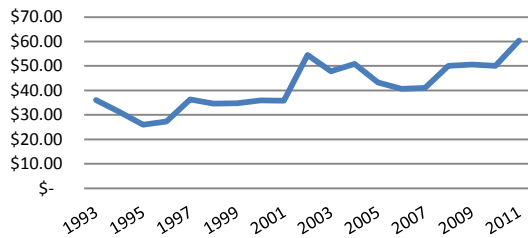
Operating Cost per Revenue Hour



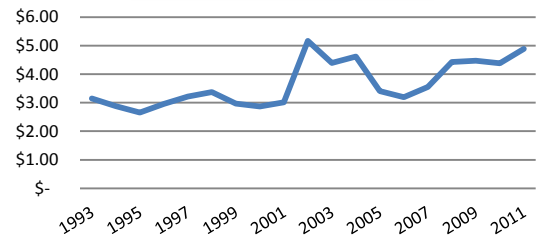
Farebox Recovery



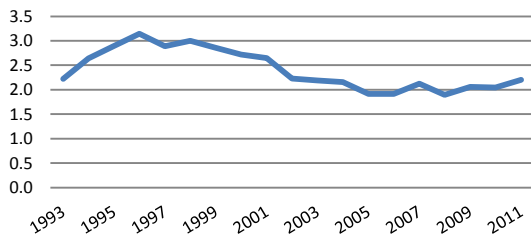
Operating Cost per Passenger Trip



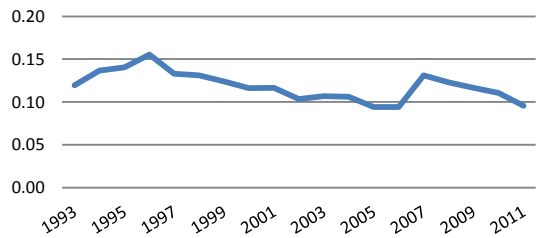
Operating Cost per Passenger Mile



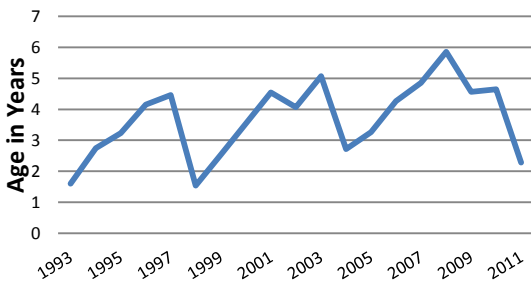
Passengers per Revenue Hour



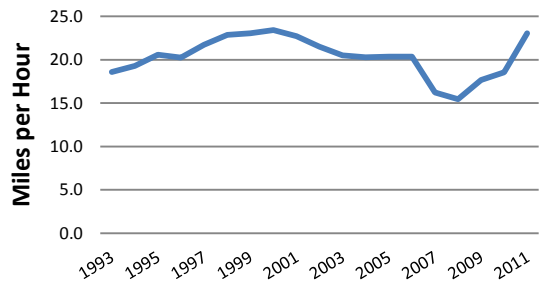
Passengers per Revenue Mile



Fleet Average Vehicle Age



Average Vehicle Speed



City of Arcadia Transit (Arcadia Transit)

Address:

240 West Huntington Drive,

P.O. Box 60021

Arcadia, CA 91066-6021

Website: <http://www.ci.arcadia.ca.us>

Governance Structure: Municipally Owned Transit Property

Base Fare: \$1.00

Day Pass: N/A

Monthly Pass: N/A

Total Operating Budget: \$1,581,620

Capital Funds Expended: \$0

Annual Service Provided: 23,084 Hours

Service Area: 11 Square Miles

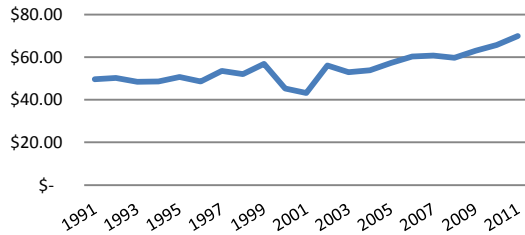
Fleet Size: 18 Vehicles

Extent of System: N/A

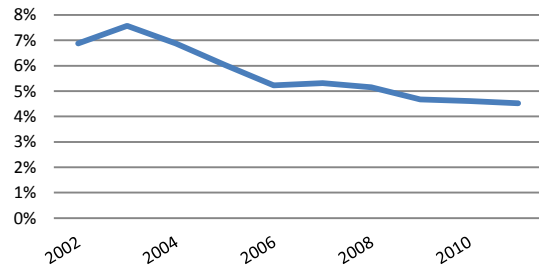
Span of Service: 15 Hours

Arcadia Transit Demand Response

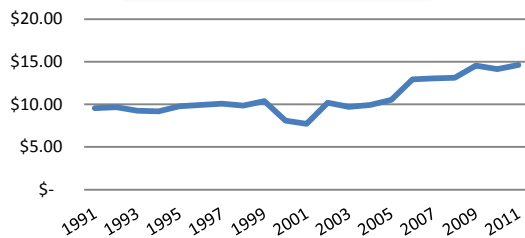
Operating Cost per Revenue Hour



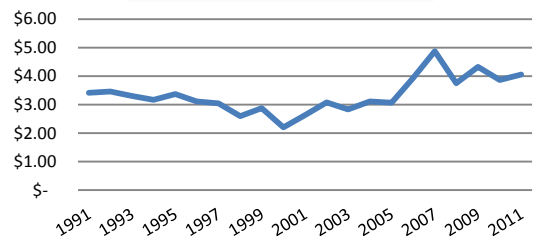
Farebox Recovery



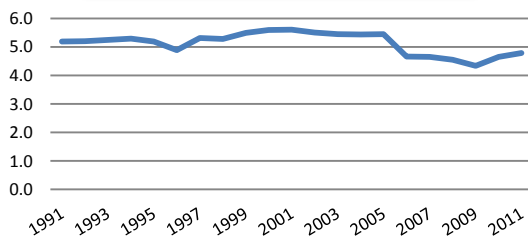
Operating Cost per Passenger Trip



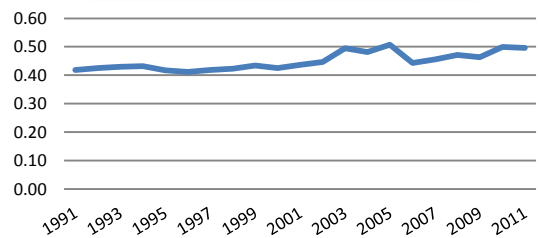
Operating Cost per Passenger Mile



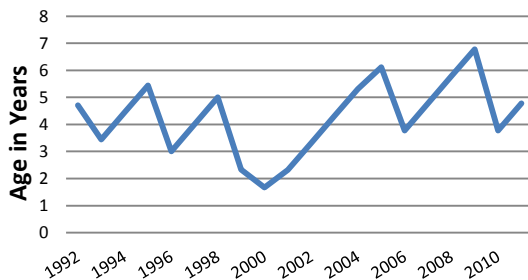
Passengers per Revenue Hour



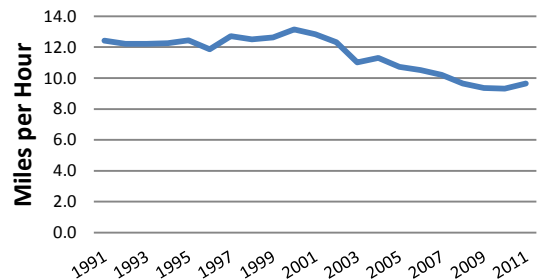
Passengers per Revenue Mile



Fleet Average Vehicle Age



Average Vehicle Speed



Beach Cities Transit

Address:

415 Diamond Street

Redondo Beach, CA 90277

Website: <http://redondo.org/>

Governance Structure: Municipal Transit Property

Base Fare: \$1.00

Day Pass: N/A

Monthly Pass: \$40.00

Total Operating Budget: \$2,515,538

Capital Funds Expended: \$7,485

Annual Service Provided: 40,374 Service Hours

Service Area: 13 Square Miles

Fleet Size: 19 Vehicles

Extent of System: 63 Directional Route Miles

Span of Service: 15 Hours

Please see reporting exceptions list in Appendix A

City of Commerce Municipal Bus Lines (CBL)

Address:

2535 Commerce Way

Commerce, CA 90040

Website: ci.commerce.ca.us

Governance Structure: Municipally Owned Transit Property

Base Fare: \$0.00

Day Pass: \$0.00

Monthly Pass: \$0.00

Total Operating Budget: \$2,669,161

Capital Funds Expended: \$2,307,464

Annual Service Provided: 24,298 Hours

Service Area: 10 Square Miles

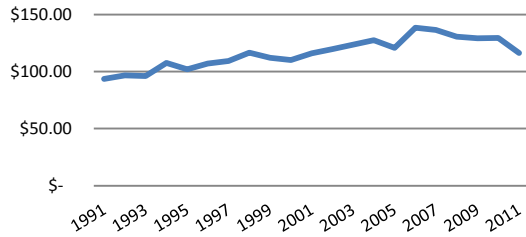
Fleet Size: 14 Vehicles

Extent of System: 134 Directional Route Miles

Span of Service: 12 Hours

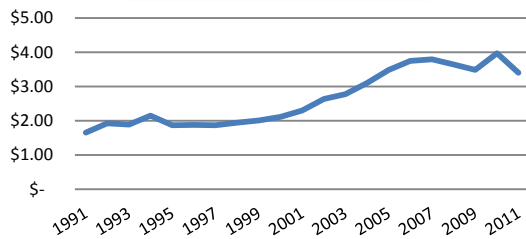
Commerce Municipal Bus Lines Fixed Route

Operating Cost per Revenue Hour

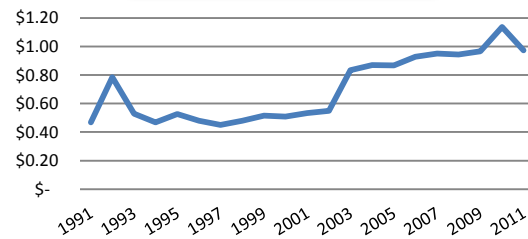


Commerce Municipal Bus Lines does not charge a fare

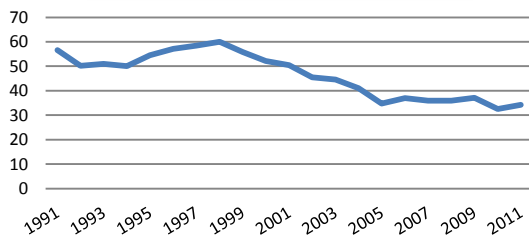
Operating Cost per Passenger Trip



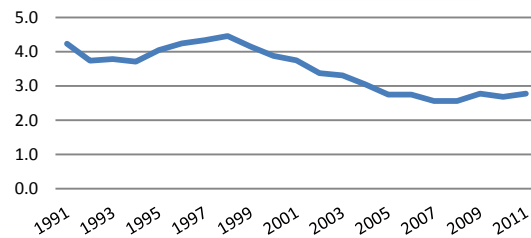
Operating Cost per Passenger Mile



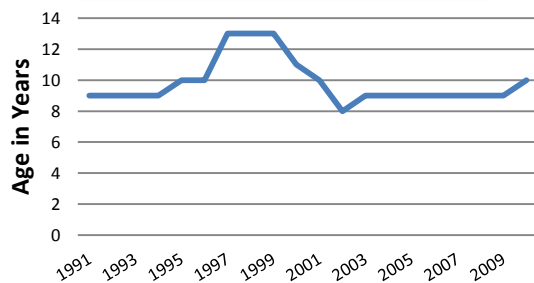
Passengers Per Revenue Hour



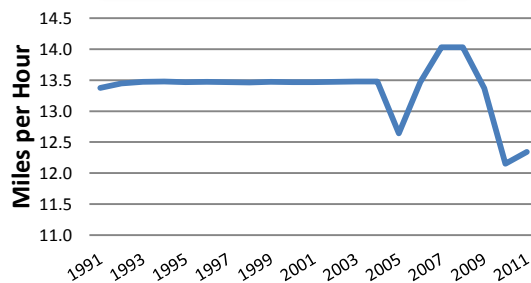
Passengers per Revenue Mile



Fleet Average Vehicle Age



Average Vehicle Speed



Culver City Municipal Bus Lines (Culver CityBus)

Address:

4343 Duquesne Avenue

Culver City, CA 90232-2941

Website: <http://www.culvercity.org>

Governance Structure: Municipally Owned Transit Property

Base Fare: \$1.00

Day Pass: N/A

Monthly Pass: \$84.00 (EZ Pass)

Total Operating Budget: \$17,303,030

Capital Funds Expended: \$2,413,325

Annual Service Provided: 146,737 Hours

Service Area: 26 Square Miles

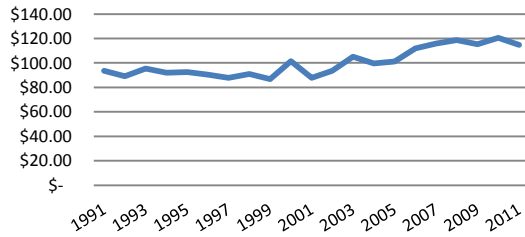
Fleet Size: 58 Vehicles

Extent of System: 108 Directional Route Miles

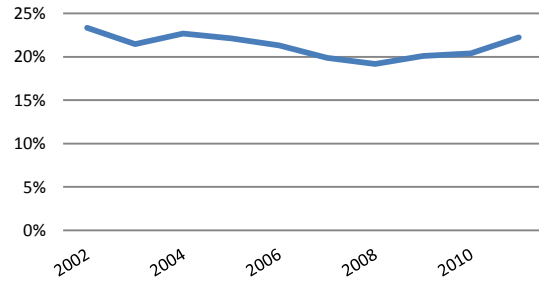
Span of Service: 18 Hours

Culver City Municipal Bus Lines Fixed Route

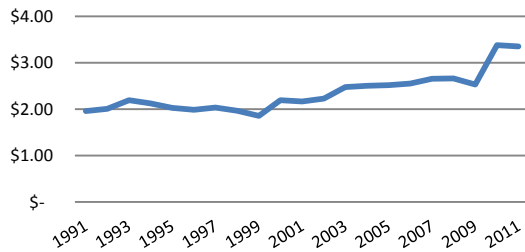
Operating Cost per Revenue Hour



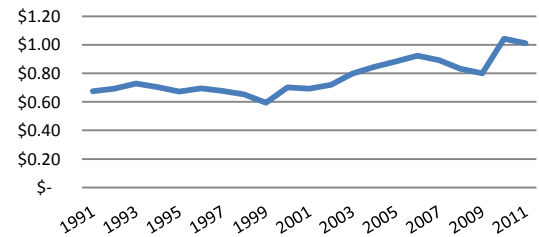
Farebox Recovery



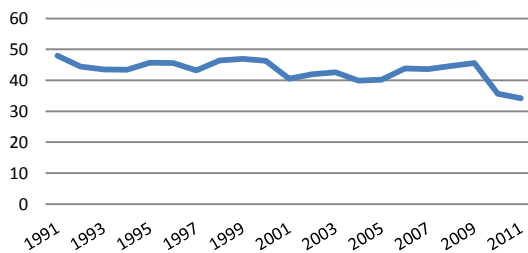
Operating Cost per Passenger Trip



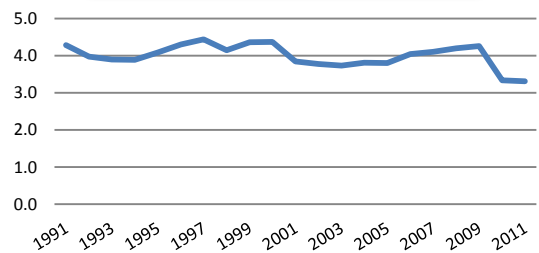
Operating Cost per Passenger Mile



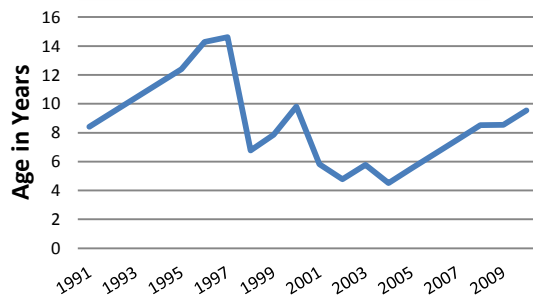
Passengers per Revenue Hour



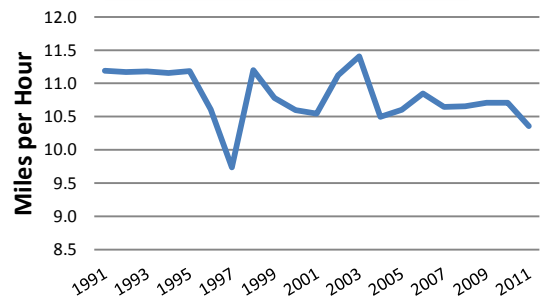
Passengers per Revenue Mile



Fleet Average Vehicle Age



Average Vehicle Speed



Foothill Transit

Address:

100 South Vincent Avenue, Suite 200

West Covina, CA 91790-2902

Website: <http://www.foothilltransit.org>

Governance Structure: Joint Powers Authority

Base Fare: \$1.25

Day Pass: N/A

Monthly Pass: \$70.00

Total Operating Budget: \$59,827,272

Capital Funds Expended: \$16,687,491

Annual Service Provided: 671,177 Hours

Service Area: 327 Square Miles

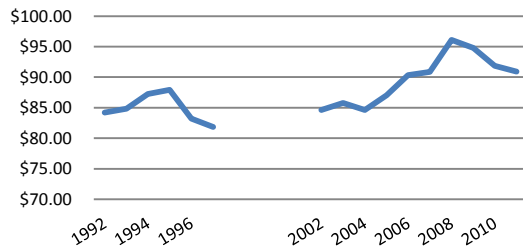
Fleet Size: 300 Vehicles

Extent of System: 768 Directional Route Miles

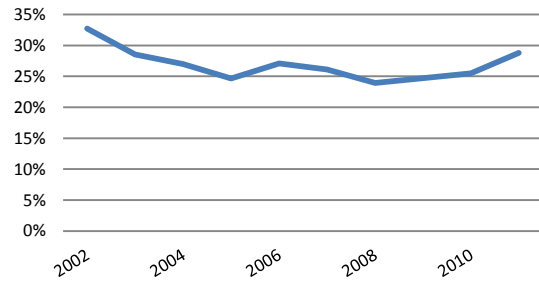
Span of Service: 24 Hours

Foothill Transit Fixed Route

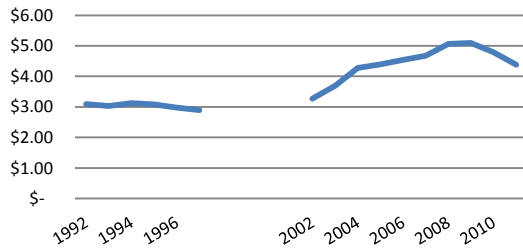
Operating Cost per Revenue Hour



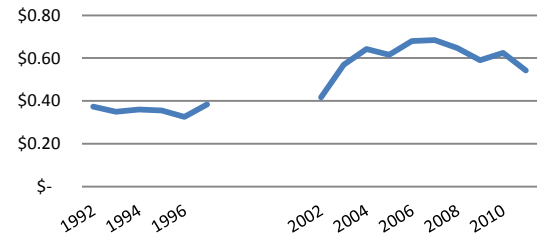
Farebox Recovery



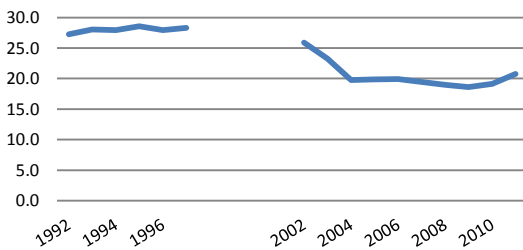
Operating Cost per Passenger Trip



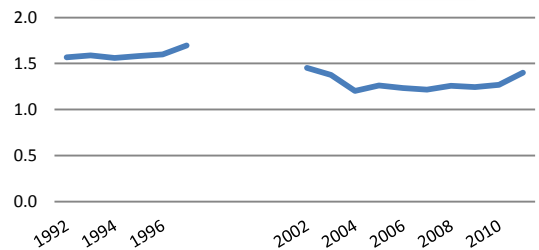
Operating Cost per Passenger Mile



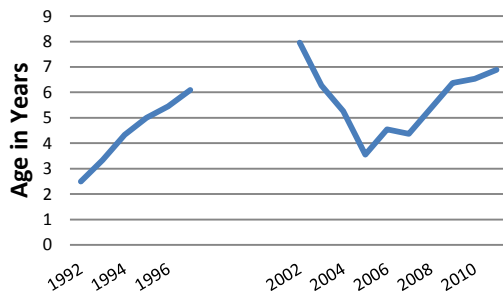
Passengers per Revenue Hour



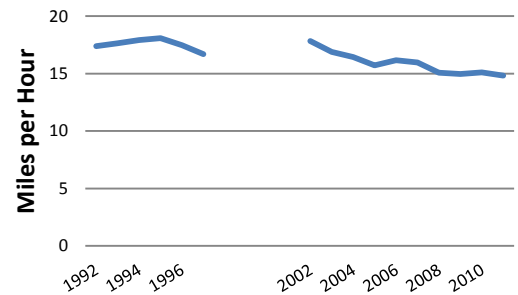
Passengers per Revenue Mile



Fleet Average Vehicle Age



Average Vehicle Speed



Gardena Municipal Bus Lines (GMBL)

Address:

13999 S. Western Ave.

Gardena, CA 90249-3005

Website: <http://www.ci.gardena.ca.us>

Governance Structure: Municipally Owned Transit Property

Base Fare: \$1.00

Day Pass: N/A

Monthly Pass: N/A

Total Operating Budget: \$2,810,364

Capital Funds Expended: \$879,672

Annual Service Provided: 121,804 Hours

Service Area: 40 Square Miles

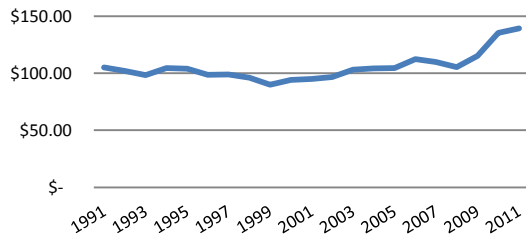
Fleet Size: 61 Vehicles

Extent of System: 162 Directional Route Miles

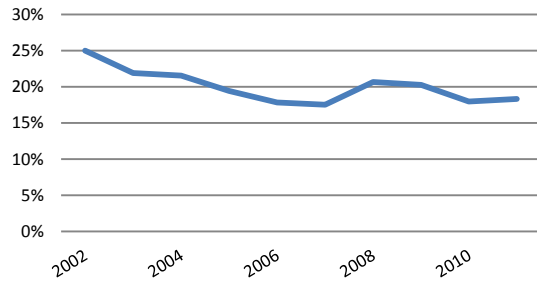
Span of Service: 16 Hours

GMBL Fixed Route

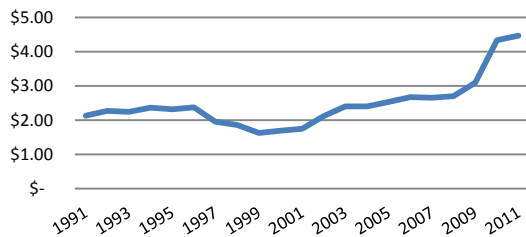
Operating Cost per Revenue Hour



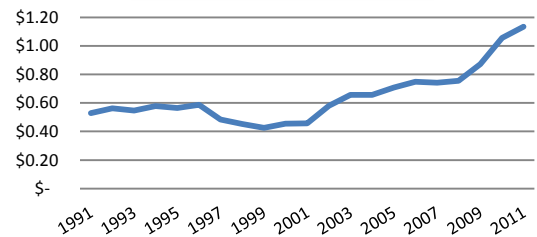
Farebox Recovery



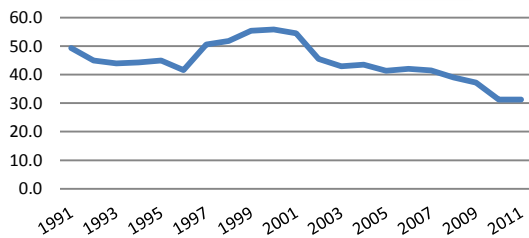
Operating Cost per Passenger Trip



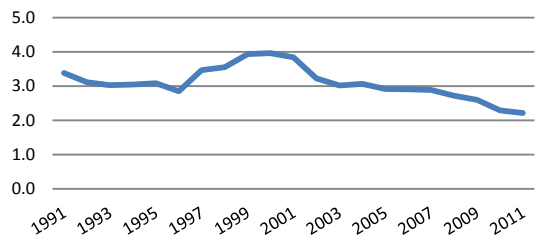
Operating Cost per Passenger Mile



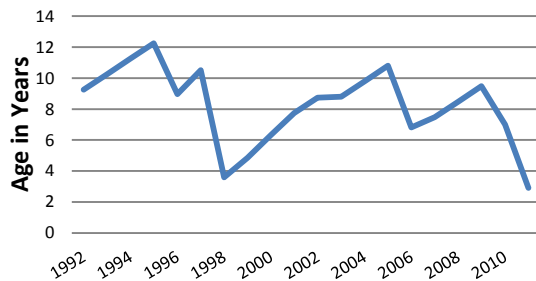
Passengers per Revenue Hour



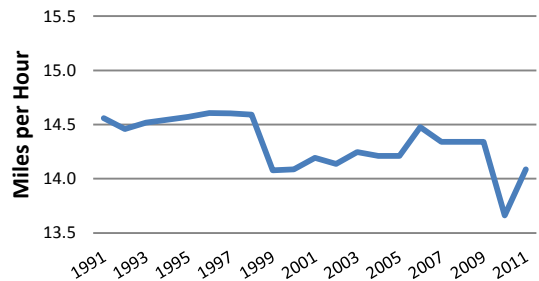
Passengers per Revenue Mile



Fleet Average Vehicle Age

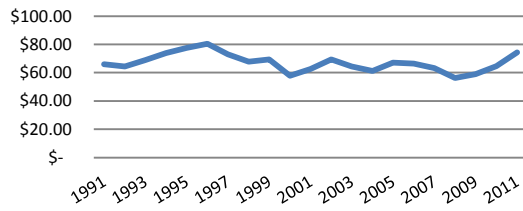


Average Vehicle Speed

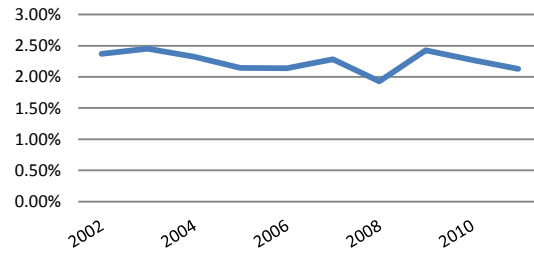


GMBL Demand Response

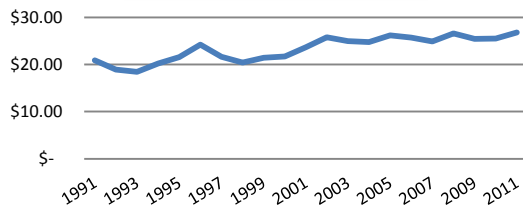
Operating Cost per Revenue Hour



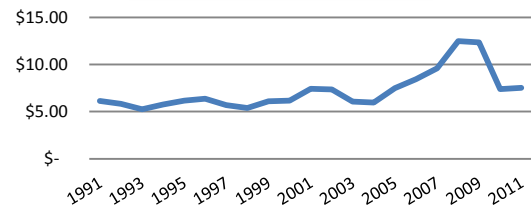
Farebox Recovery



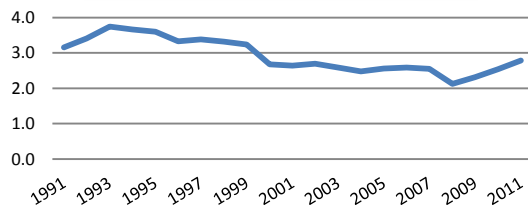
Operating Cost per Passenger Trip



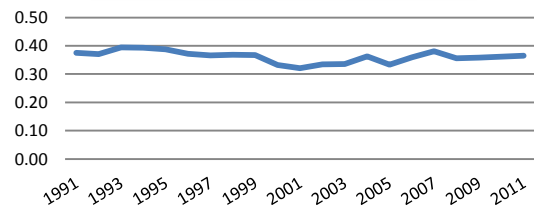
Operating Cost per Passenger Mile



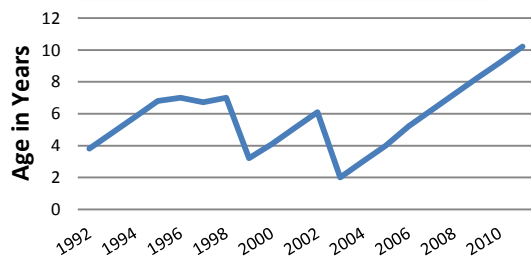
Passengers per Revenue Hour



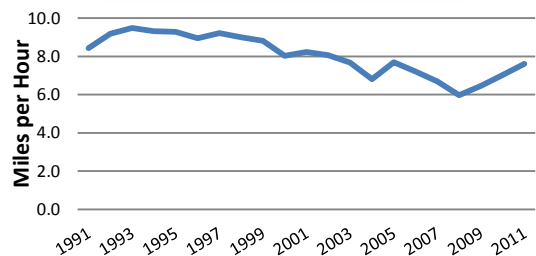
Passengers per Revenue Mile



Fleet Average Vehicle Age



Average Vehicle Speed



Los Angeles County Metropolitan Transportation Authority (Metro)

Address:

One Gateway Plaza

Los Angeles, CA 90012-2952

Website: <http://www.metro.net>

Governance Structure: County Transportation Commission and
State Designated Transit District

Base Fare: \$1.50

Day Pass: \$5.00

Monthly Pass: \$75.00

Total Operating Budget: \$1,409,076,917

Capital Funds Expended: \$725,195,905

Annual Service Provided: 8,319,835 Hours

Service Area: 1513 Square Miles

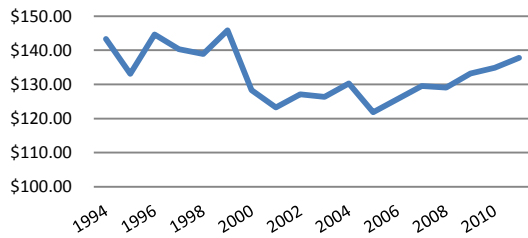
Fleet Size: 3673 Vehicles

Extent of System: 3914 Directional Route Miles

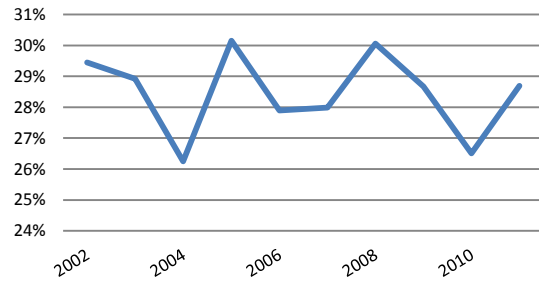
Span of Service: 24 Hours

Metro Fixed Route

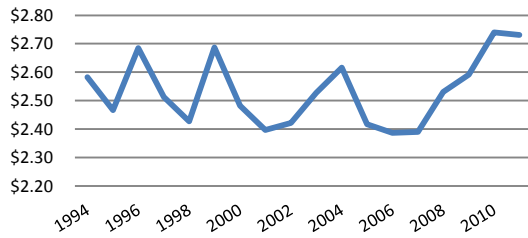
Operating Cost per Revenue Hour



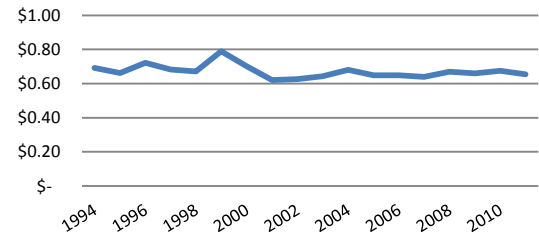
Farebox Recovery



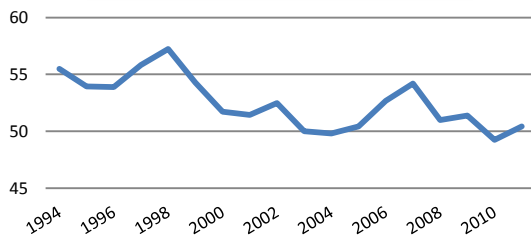
Operating Cost per Passenger Trip



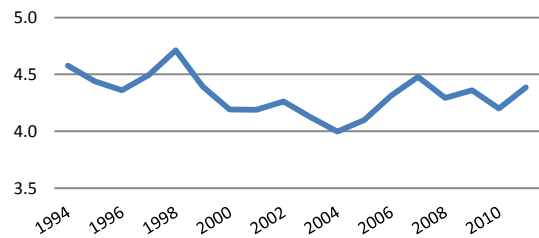
Operating Cost per Passenger Mile



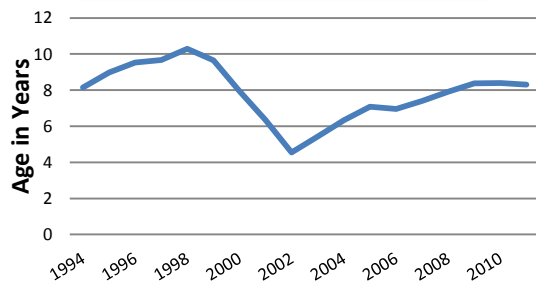
Passengers per Revenue Hour



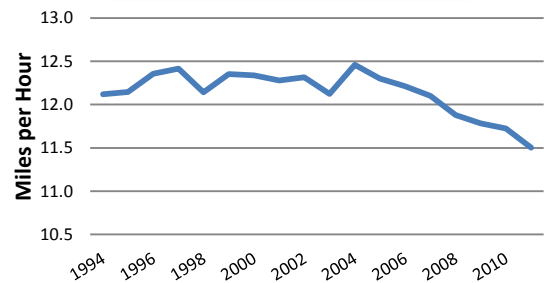
Passengers per Revenue Mile



Fleet Average Vehicle Age

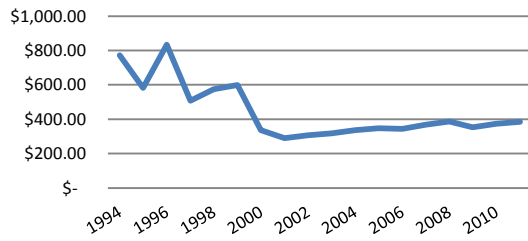


Average Vehicle Speed

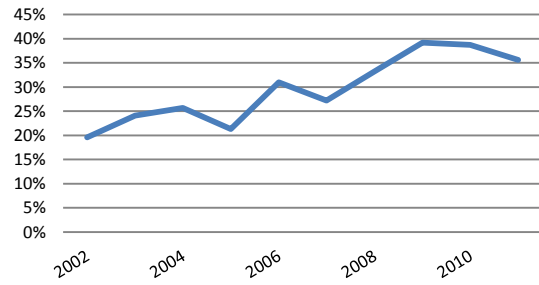


Metro Heavy Rail

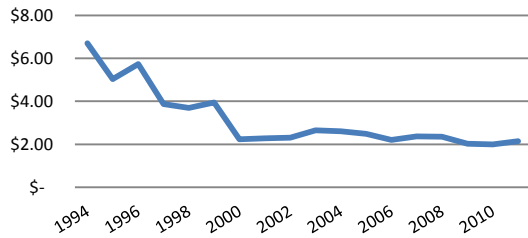
Operating Cost per Revenue Hour



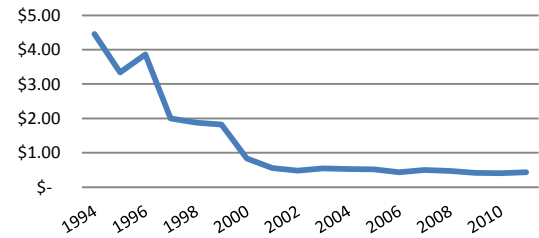
Farebox Recovery



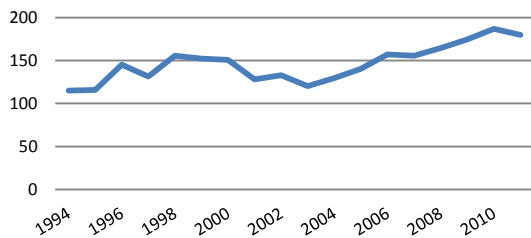
Operating Cost per Passenger Trip



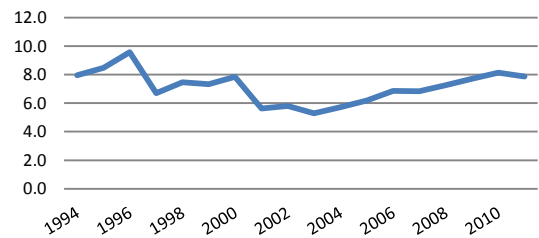
Operating Cost per Passenger Mile



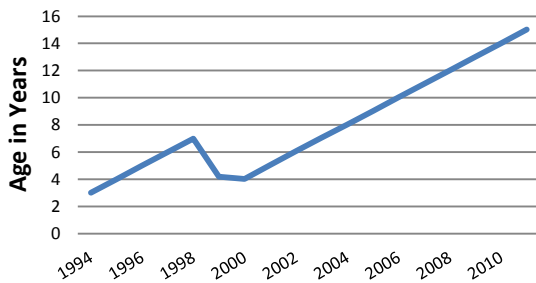
Passengers per Revenue Hour



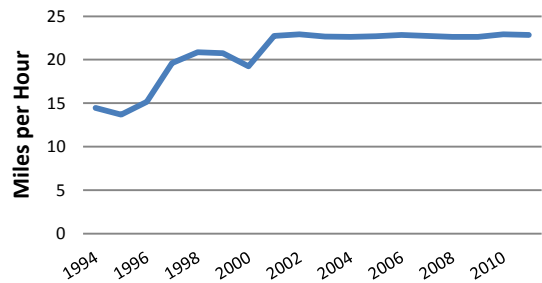
Passengers per Revenue Mile



Fleet Average Vehicle Age

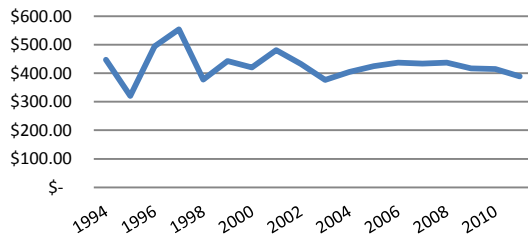


Average Vehicle Speed

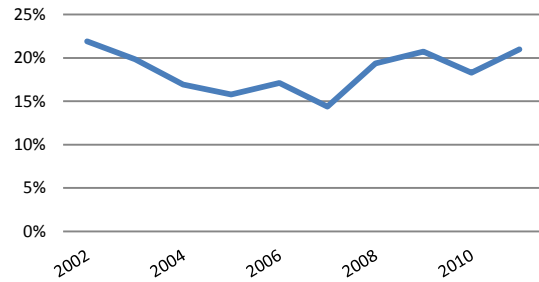


Metro Light Rail

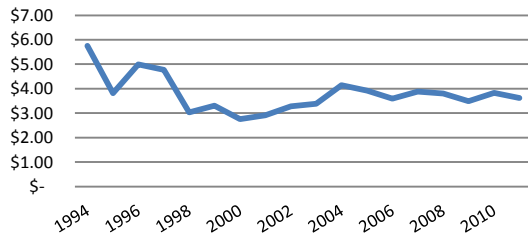
Operating Cost per Revenue Hour



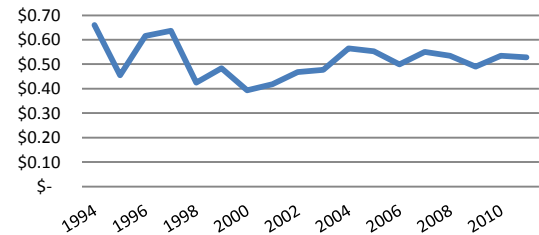
Farebox Recovery



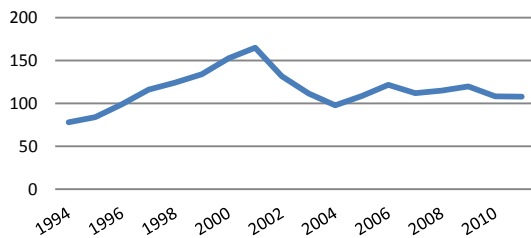
Operating Cost per Passenger Trip



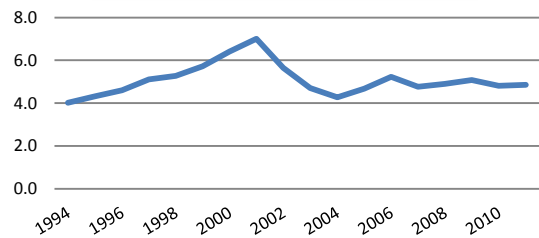
Operating Cost per Passenger Mile



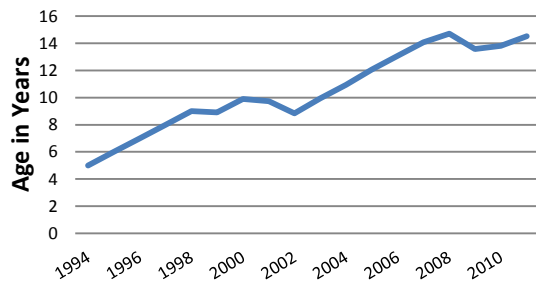
Passengers per Revenue Hour



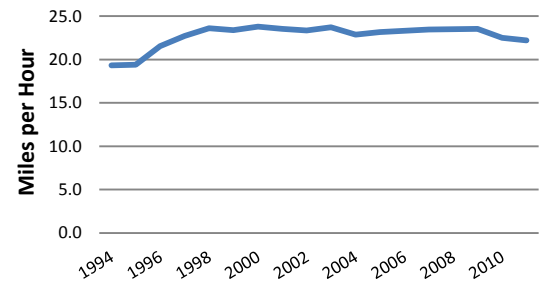
Passengers per Revenue Mile



Fleet Average Vehicle Age



Average Vehicle Speed



City of Los Angeles Department of Transportation (LADOT)

Address:

100 S Main St, 10th Floor

Los Angeles, CA 90012

Website: <http://www.ladottransit.com>

Governance Structure: Municipally Owned Transit Property

Base Fare: \$0.50

Day Pass: N/A

Monthly Pass: \$18.00

Total Operating Budget: \$74,575,739

Capital Funds Expended: \$4,544,493

Annual Service Provided: 816,110 Hours

Service Area: 465 Square Miles

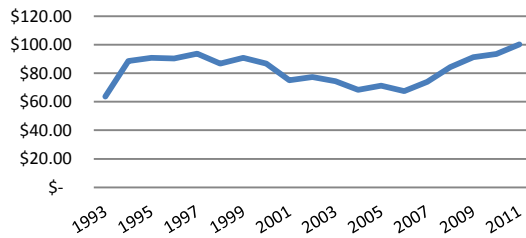
Fleet Size: 466 Vehicles

Extent of System: 954 Directional Route Miles

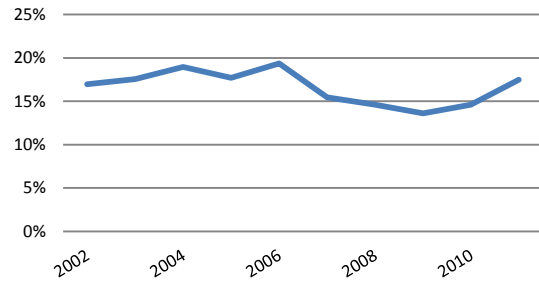
Span of Service: 16 Hours

LADOT Fixed Route

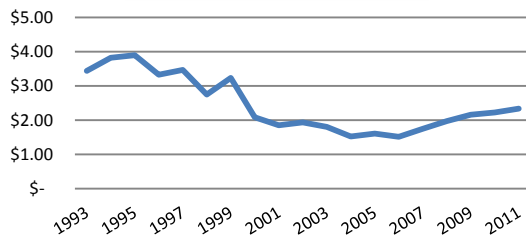
Operating Cost per Revenue Hour



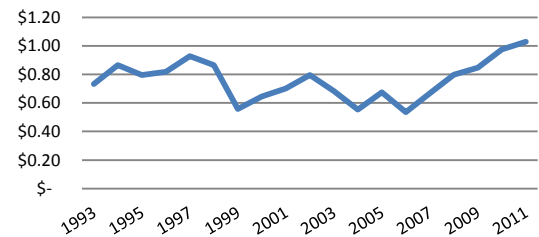
Farebox Recovery



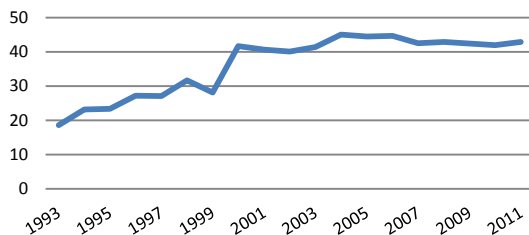
Operating Cost per Passenger Trip



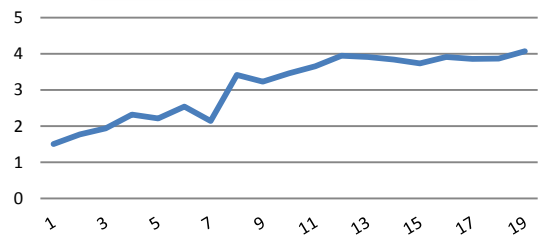
Operating Cost per Passenger Mile



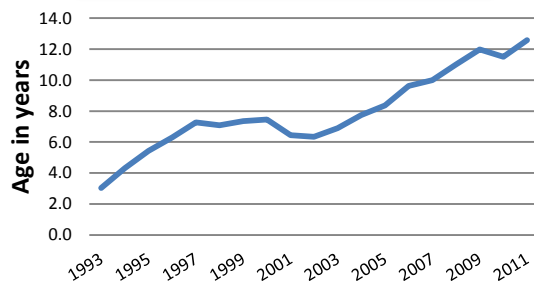
Passengers per Revenue Hour



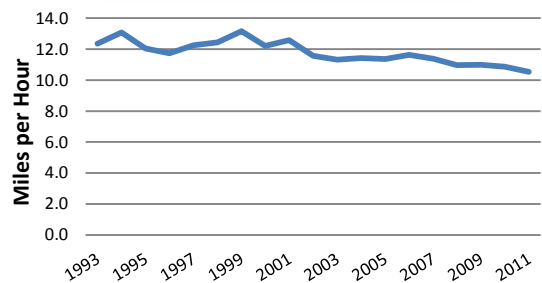
Passengers per Revenue Mile



Fleet Average Vehicle Age

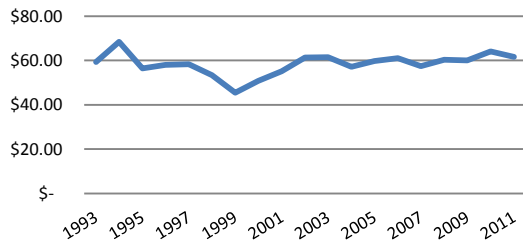


Average Vehicle Speed

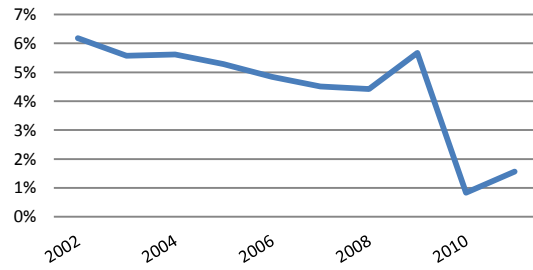


LADOT Demand Response

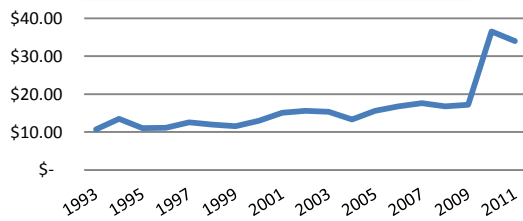
Operating Cost per Revenue Hour



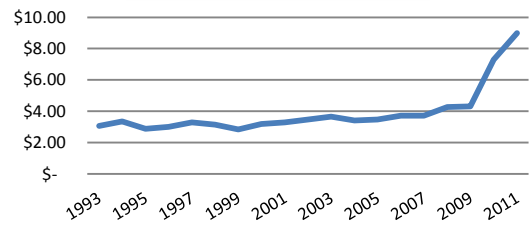
Farebox Recovery



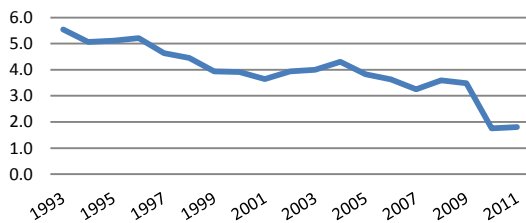
Operating Cost per Passenger Trip



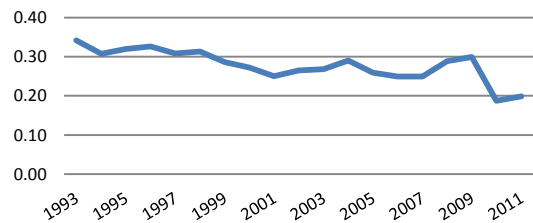
Operating Cost per Passenger Mile



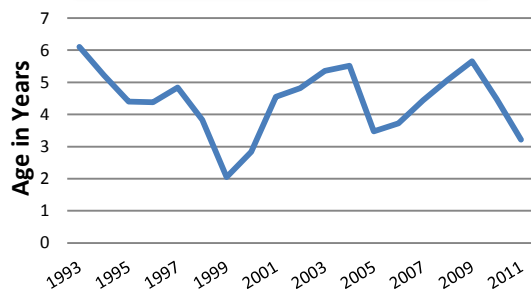
Passengers per Revenue Hour



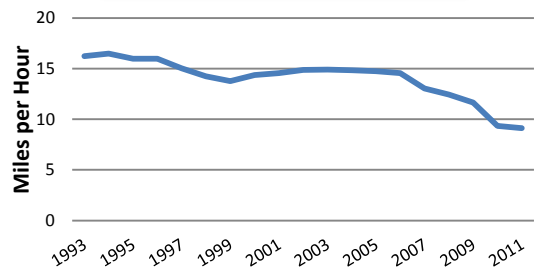
Passengers per Revenue Mile



Fleet Average Vehicle Age



Average Vehicle Speed



Long Beach Transit (LBT)

Address:

1963 East Anaheim Street

Long Beach, CA 90801-0731

Website: <http://www.lbtransit.com>

Governance Structure: Municipally Owned Transit Property

Base Fare: \$1.25

Day Pass: \$4.00

Monthly Pass: \$65.00

Total Operating Budget: \$73,679,266

Capital Funds Expended: \$14,362,477

Annual Service Provided: 672,427 Hours

Service Area: 98 Square Miles

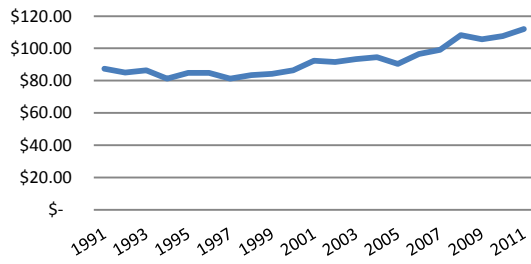
Fleet Size: 264 Vehicles

Extent of System: 403 Directional Route Miles

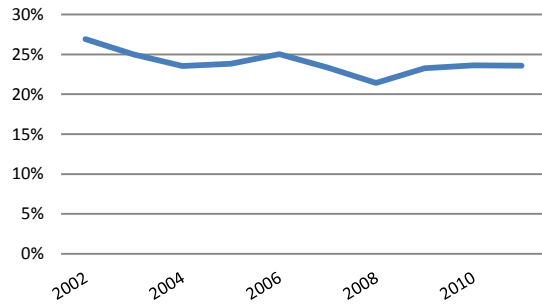
Span of Service: 19 Hours

Long Beach Transit Fixed Route

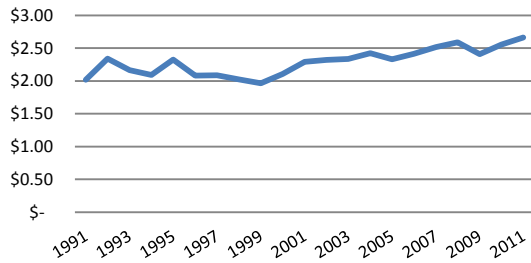
Operating Cost per Revenue Hour



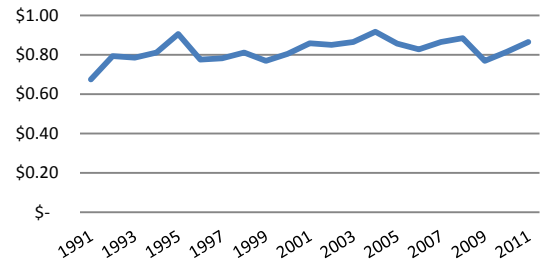
Farebox Recovery



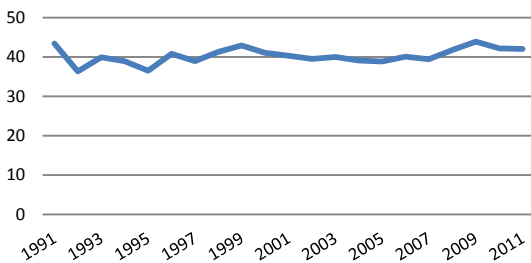
Operating Cost per Passenger Trip



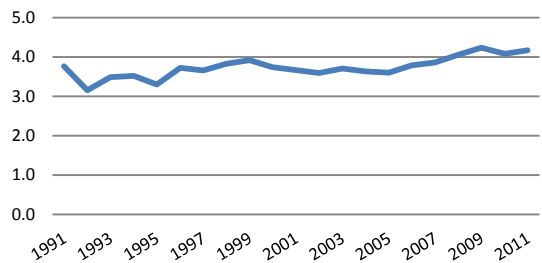
Operating Cost per Passenger Mile



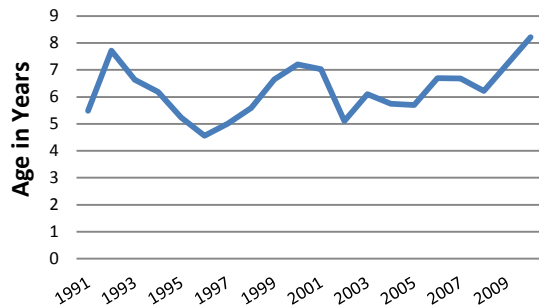
Passengers per Revenue Hour



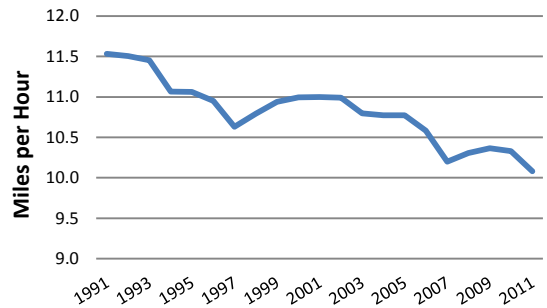
Passengers per Revenue Mile



Fleet Average Vehicle Age

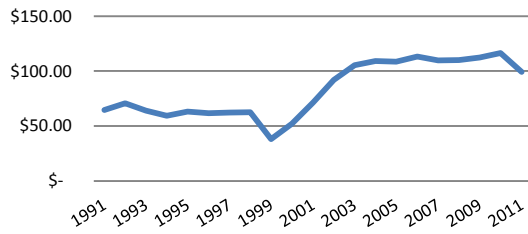


Average Vehicle Speed

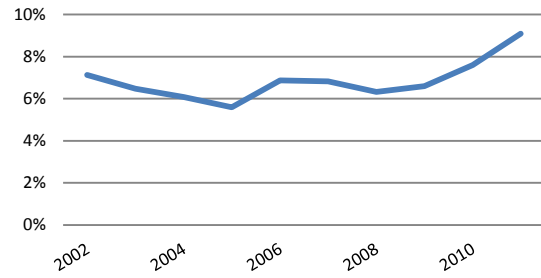


Long Beach Transit Demand Response

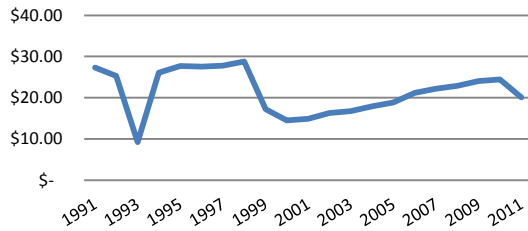
Operating Cost per Revenue Hour



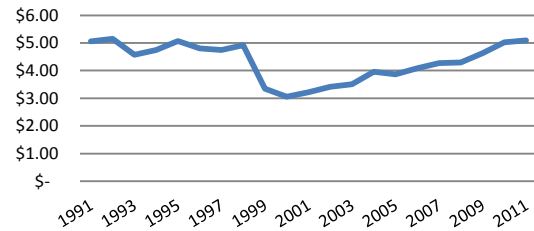
Farebox Recovery



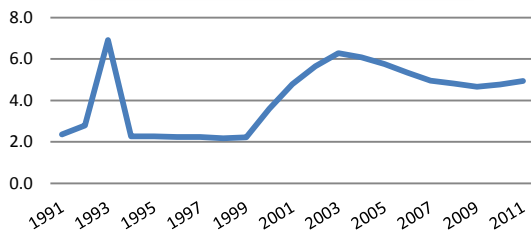
Operating Cost per Passenger Trip



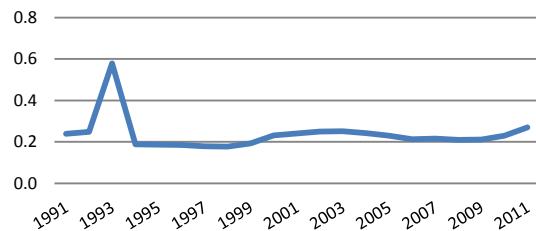
Operating Cost per Passenger Mile



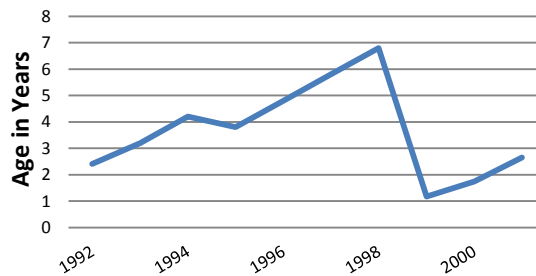
Passengers per Revenue Hour



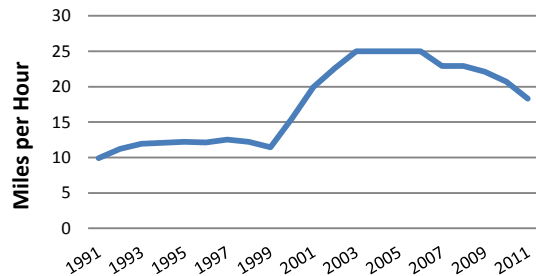
Passengers per Revenue Mile



Fleet Average Vehicle Age



Average Vehicle Speed



Montebello Bus Lines (MBL)

Address:

400 South Taylor Avenue

Montebello, CA 90640

Website: <http://www.cityofmontebello.com>

Governance Structure: Municipally Owned Transit Property

Base Fare: \$1.10

Day Pass: \$3.00

Monthly Pass: N/A

Total Operating Budget: \$22,637,076

Capital Funds Expended: \$4,034,704

Annual Service Provided: 240,700 Hours

Service Area: 39 Square Miles

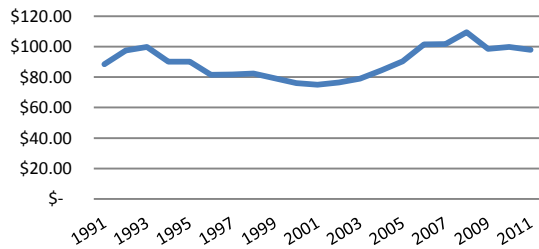
Fleet Size: 83 Vehicles

Extent of System: 243 Directional Route Miles

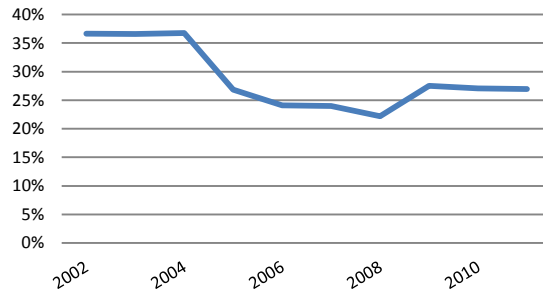
Span of Service: 18 Hours

Montebello Bus Lines Fixed Route

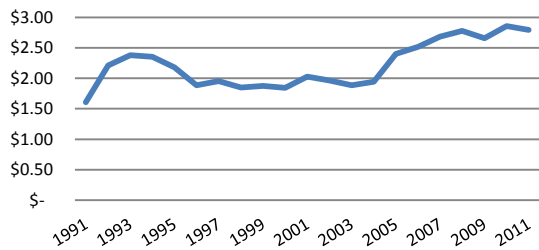
Operating Cost per Revenue Hour



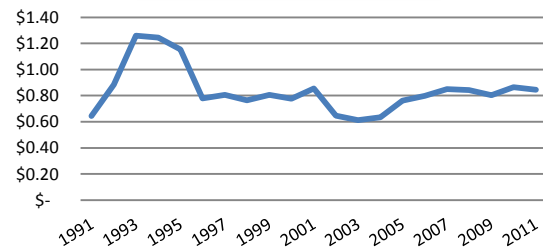
Farebox Recovery



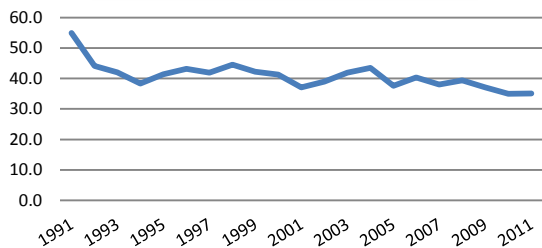
Operating Cost per Passenger Trip



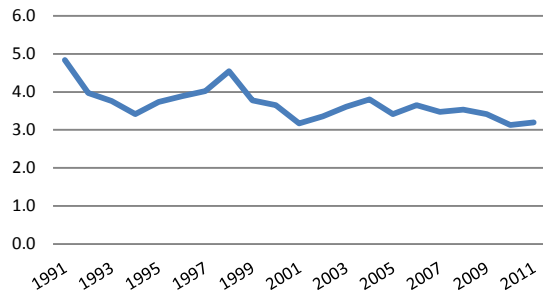
Operating Cost per Passenger Mile



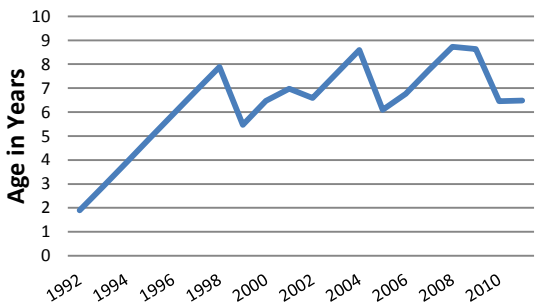
Passengers per Revenue Hour



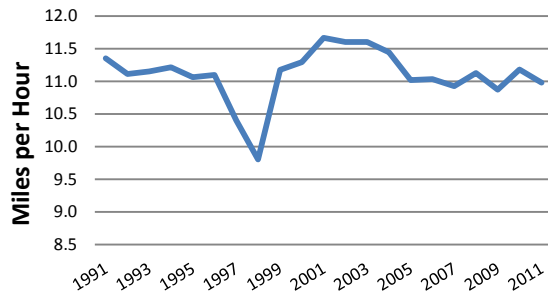
Passengers per Revenue Mile



Fleet Average Vehicle Age

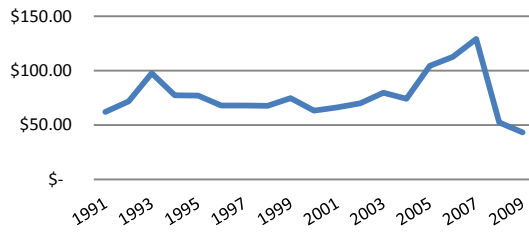


Average Vehicle Speed

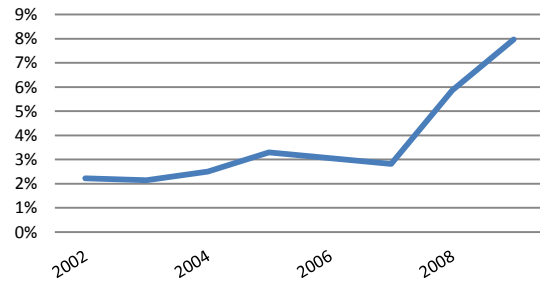


Montebello Bus Lines Demand Response

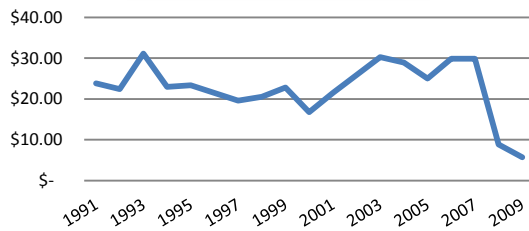
Operating Cost per Revenue Hour



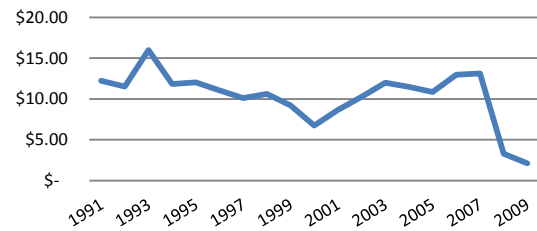
Farebox Recovery



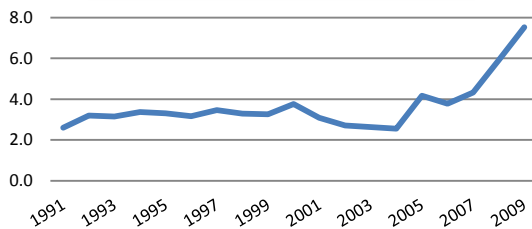
Operating Cost per Passenger Trip



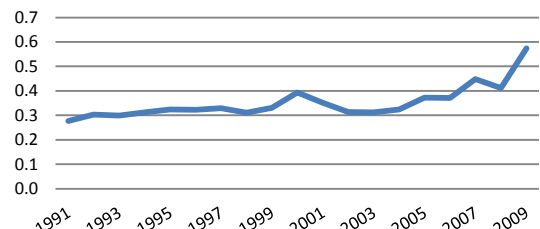
Operating Cost per Passenger Mile



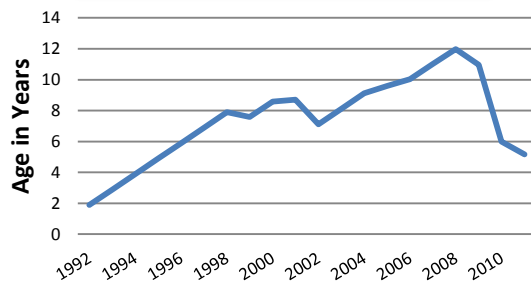
Passengers per Revenue Hour



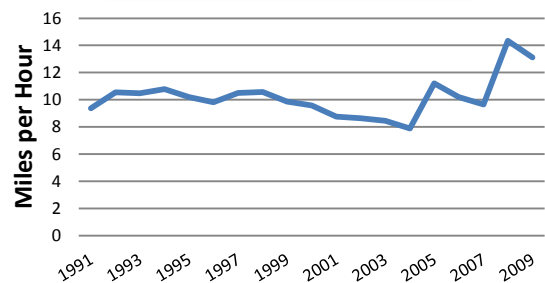
Passengers per Revenue Mile



Fleet Average Vehicle Age



Average Vehicle Speed



Norwalk Transit System (NTS)

Address:

12700 Norwalk Boulevard

Norwalk, CA 90650

Website: <http://www.ci.norwalk.ca.us>

Governance Structure: Municipally Owned Transit Property

Base Fare: \$1.10

Day Pass: N/A

Monthly Pass: N/A

Total Operating Budget: \$12,117,391

Capital Funds Expended: \$663,967

Annual Service Provided: 102,833 Hours

Service Area: 37 Square Miles

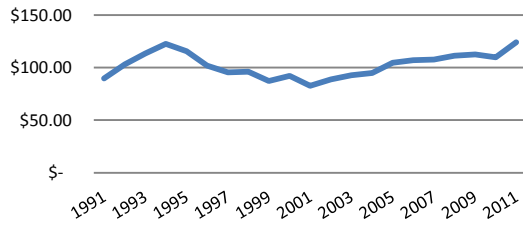
Fleet Size: 42 Vehicles

Extent of System: 220 Directional Route Miles

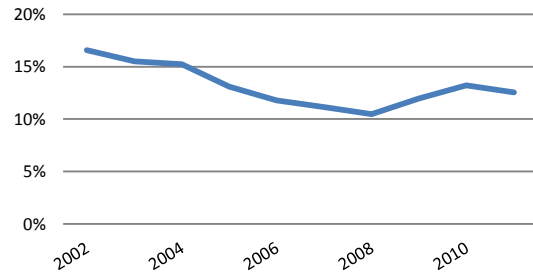
Span of Service: 10 Hours

Norwalk Transit System Fixed Route

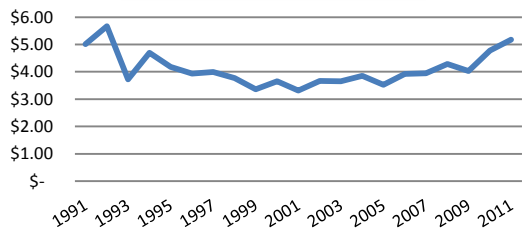
Operating Cost per Revenue Hour



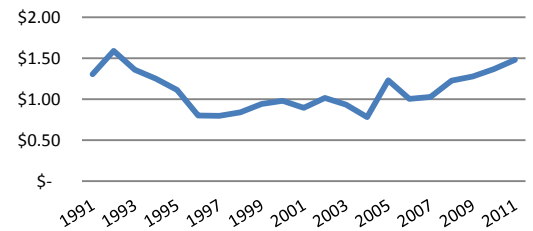
Farebox Recovery



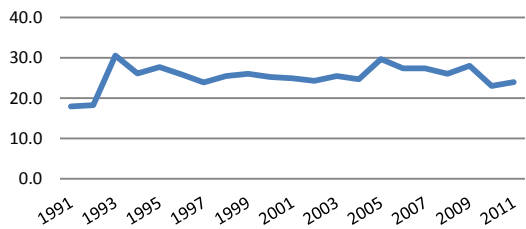
Operating Cost per Passenger Trip



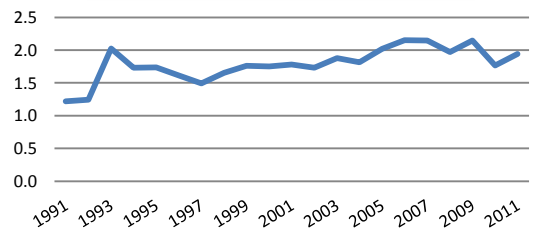
Operating Cost per Passenger Mile



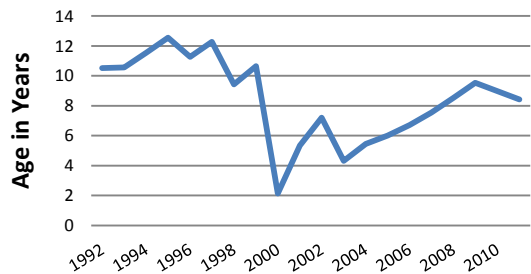
Passengers per Revenue Hour



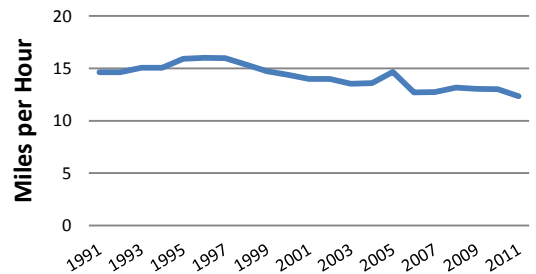
Passengers per Revenue Mile



Fleet Average Vehicle Age

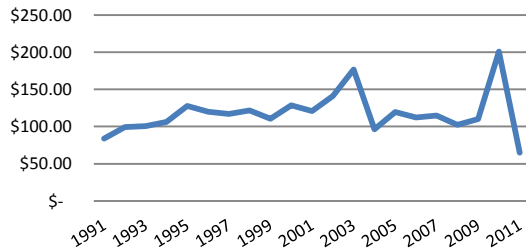


Average Vehicle Speed

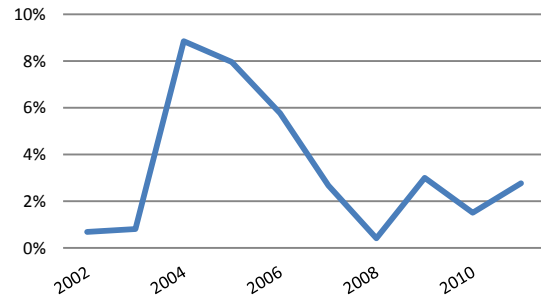


Norwalk Transit System Demand Response

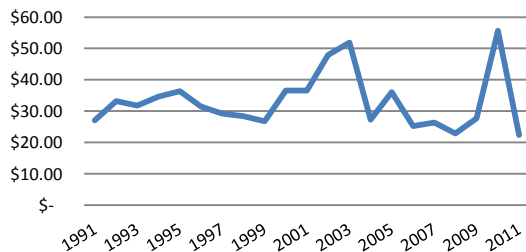
Operating Cost per Revenue Hour



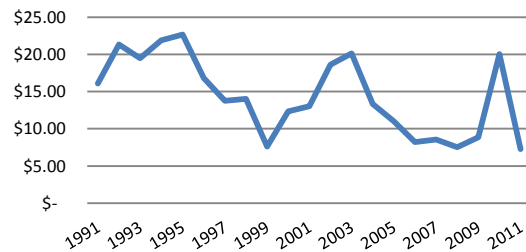
Farebox Recovery



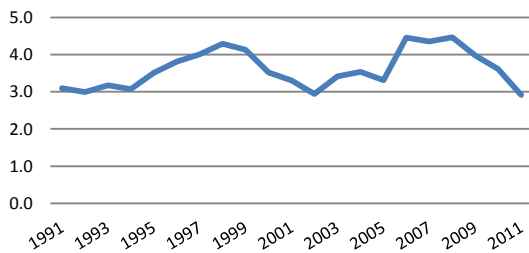
Operating Cost per Passenger Trip



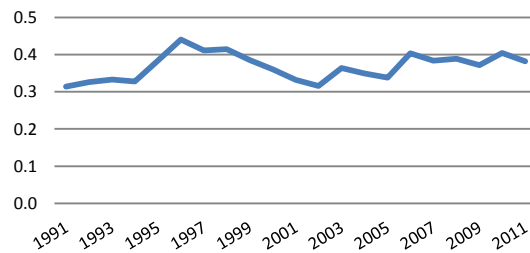
Operating Cost per Passenger Mile



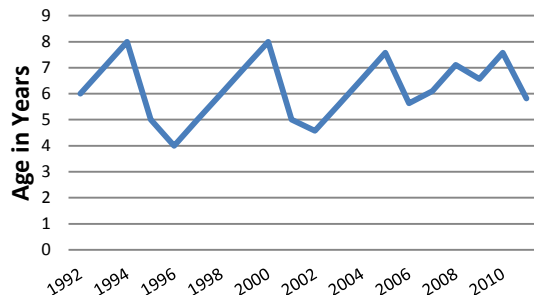
Passengers per Revenue Hour



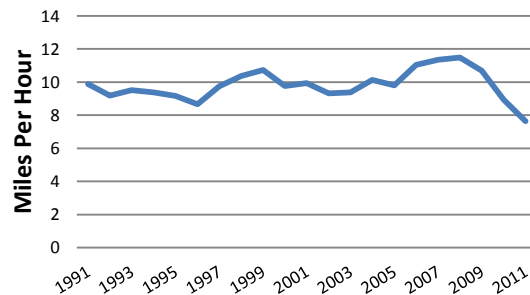
Passengers per Revenue Mile



Fleet Average Vehicle Age



Average Vehicle Speed



Santa Clarita Transit (SCT)

Address:

28250 Constellation Road

Santa Clarita, CA 91355

Website: <http://www.santa-clarita.com>

Governance Structure: Municipally Owned Transit Property

Base Fare: \$1.00

Day Pass: \$2.50

Monthly Pass: \$32.00

Total Operating Budget: \$20,429,903

Capital Funds Expended: \$15,649,016

Annual Service Provided: 199,624 Hours

Service Area: 48 Square Miles

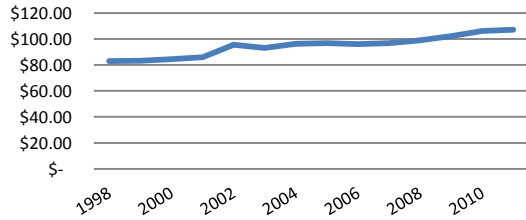
Fleet Size: 107 Vehicles

Extent of System: 570 Directional Route Miles

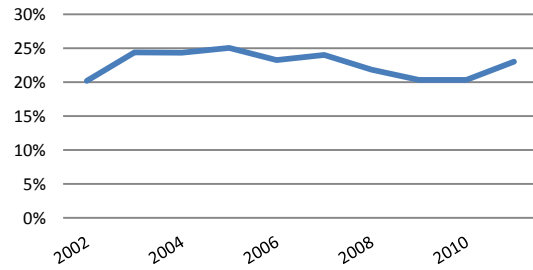
Span of Service: 19 Hours

Santa Clarita Transit Fixed Route

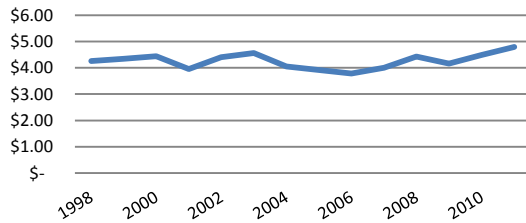
Operating Cost per Revenue Hour



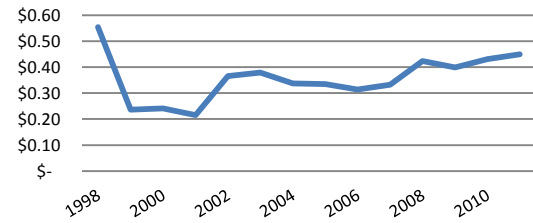
Farebox Recovery



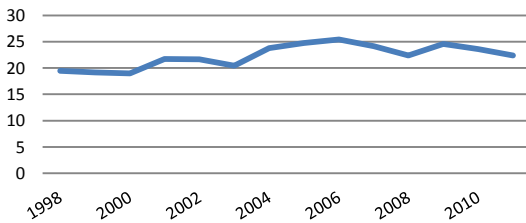
Operating Cost per Passenger Trip



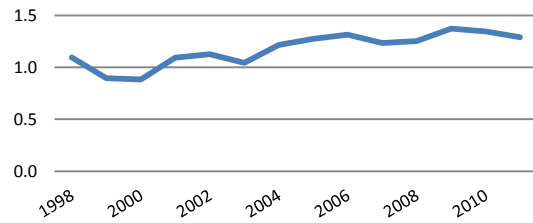
Operating Cost per Passenger Mile



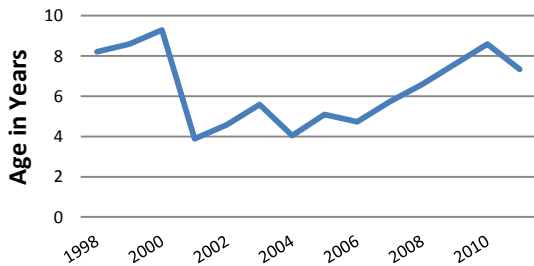
Passengers per Revenue Hour



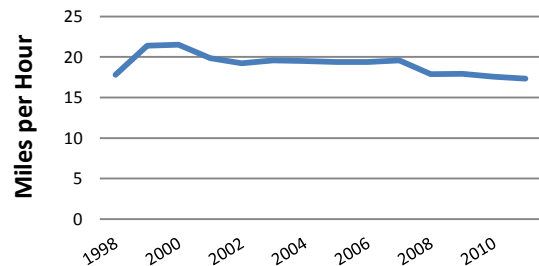
Passengers per Revenue Mile



Fleet Average Vehicle Age

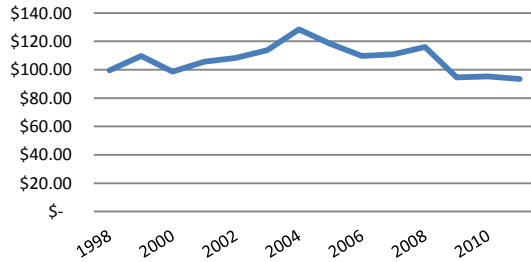


Average Vehicle Speed

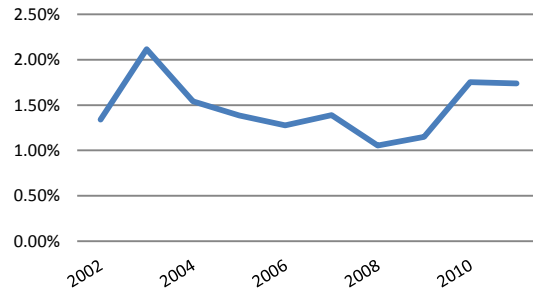


Santa Clarita Transit Demand Response

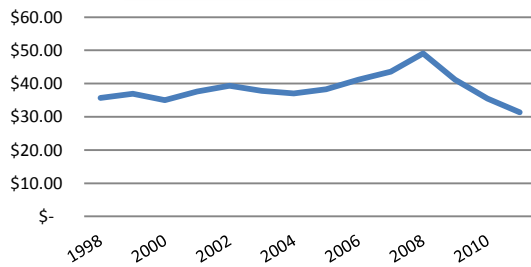
Operating Cost per Revenue Hour



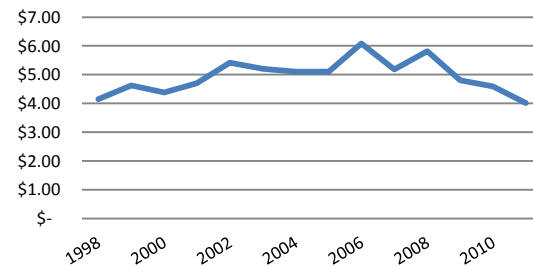
Farebox Recovery



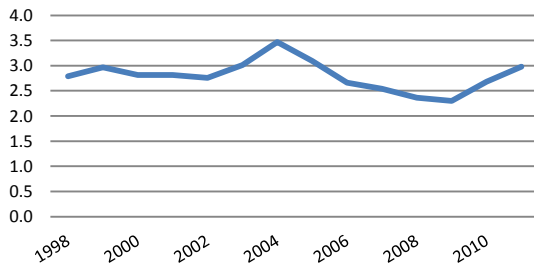
Operating Cost per Passenger Trip



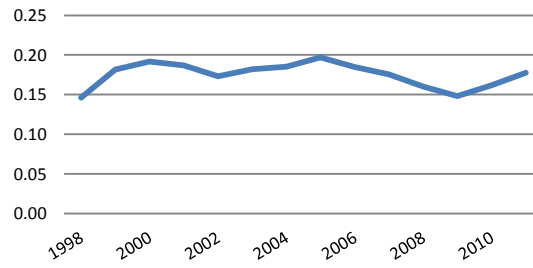
Operating Cost per Passenger Mile



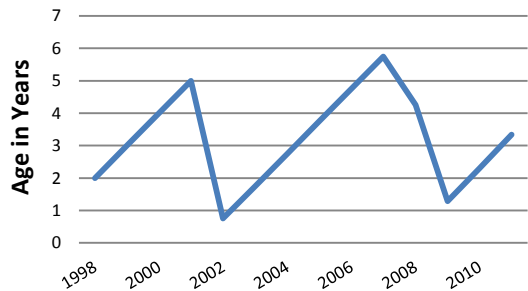
Passengers per Revenue Hour



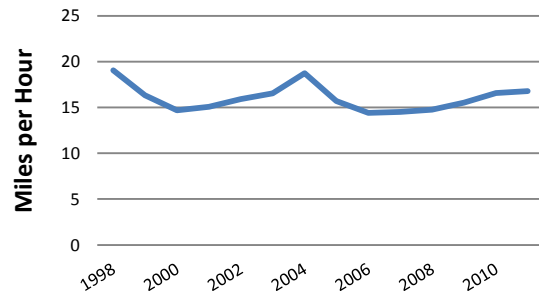
Passengers per Revenue Mile



Fleet Average Vehicle Age



Average Vehicle Speed



Santa Monica's Big Blue Bus (Big Blue Bus)

Address:

1660 Seventh Street

Santa Monica, CA 90401-3324

Website: <http://www.bigbluebus.com>

Governance Structure: Municipally Owned Transit Property

Base Fare: \$1.00

Day Pass: \$4.00

Monthly Pass: \$60.00

Total Operating Budget: \$63,911,754

Capital Funds Expended: \$28,392,895

Annual Service Provided: 508,213 Hours

Service Area: 51 Square Miles

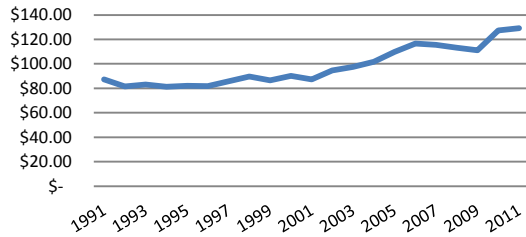
Fleet Size: 195 Vehicles

Extent of System: 206 Directional Route Miles

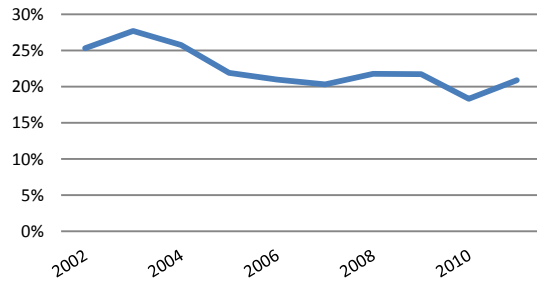
Span of Service: 21 Hours

Santa Monica's Big Blue Bus Fixed Route

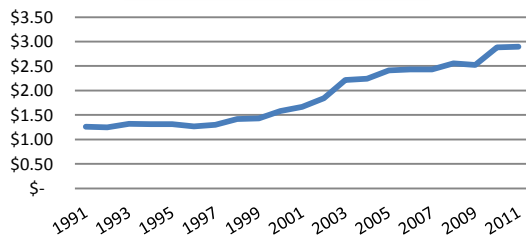
Operating Cost per Revenue Hour



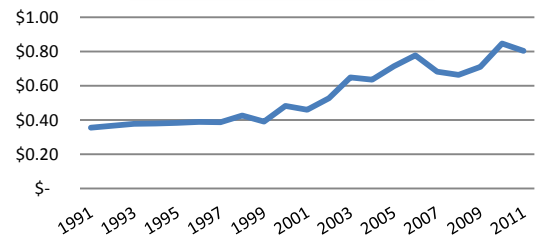
Farebox Recovery



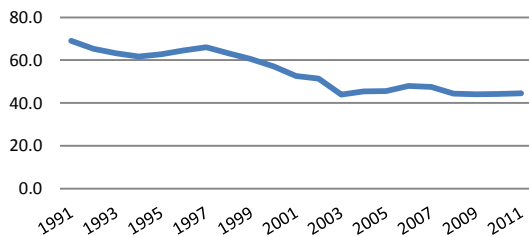
Operating Cost per Passenger Trip



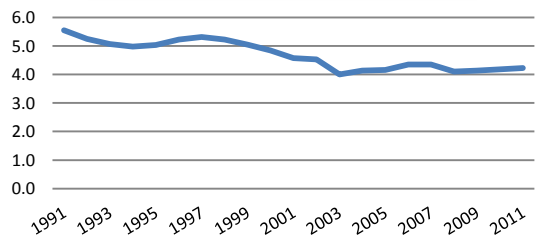
Operating Cost per Passenger Mile



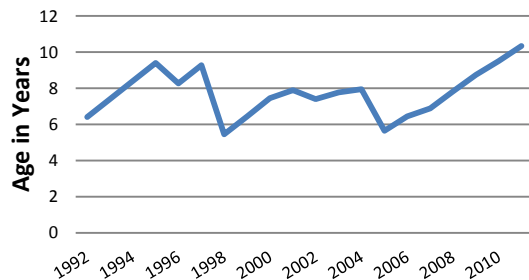
Passengers per Revenue Hour



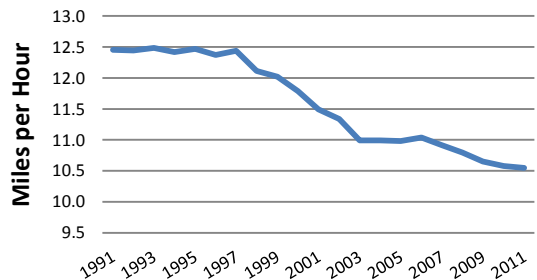
Passengers per Revenue Mile



Fleet Average Vehicle Age

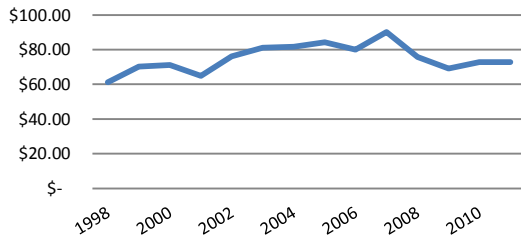


Average Vehicle Speed



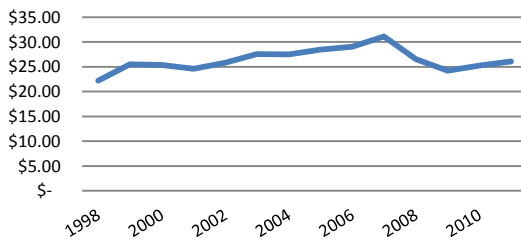
Santa Monica's Big Blue Bus Demand Response

Operating Cost per Revenue Hour

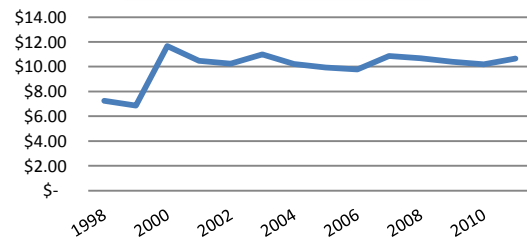


Not Applicable

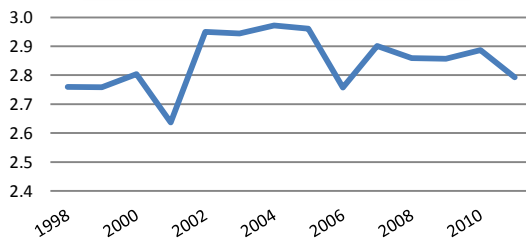
Operating Cost per Passenger Trip



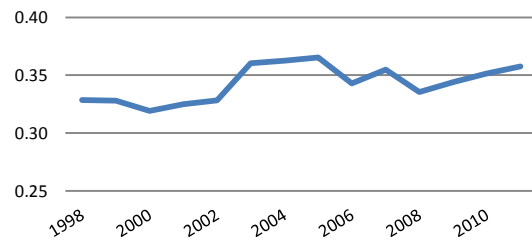
Operating Cost per Passenger Mile



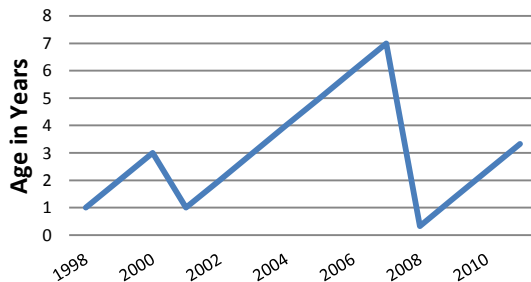
Passengers per Revenue Hour



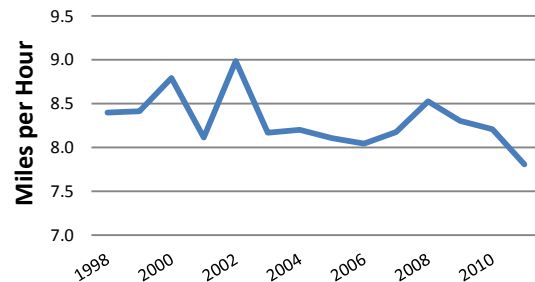
Passengers per Revenue Mile



Fleet Average Vehicle Age



Average Vehicle Speed



Torrance Transit System (TTS)

Address:

20500 Madrona Avenue

Torrance, CA 90503

Website: <http://Transit.TorranceCA.Gov>

Governance Structure: Municipally Owned Transit Property

Base Fare: \$1.00

Day Pass: N/A

Monthly Pass: \$35.00

Total Operating Budget: \$20,854,529

Capital Funds Expended: \$359,330

Annual Service Provided: 185,082 Hours

Service Area: 103 Square Miles

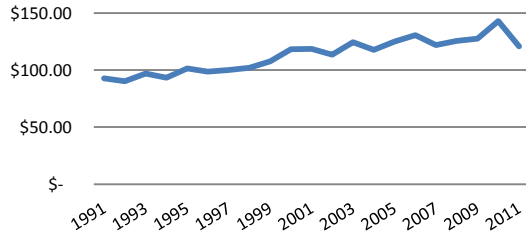
Fleet Size: 101 Vehicles

Extent of System: 350 Directional Route Miles

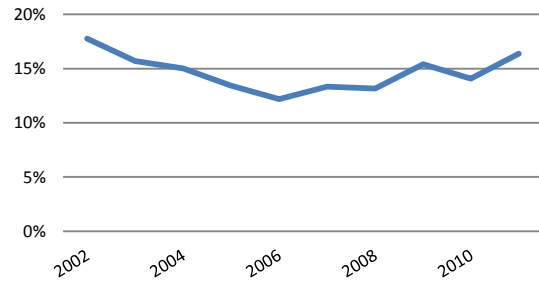
Span of Service: 16 Hours

Torrance Transit Fixed Route

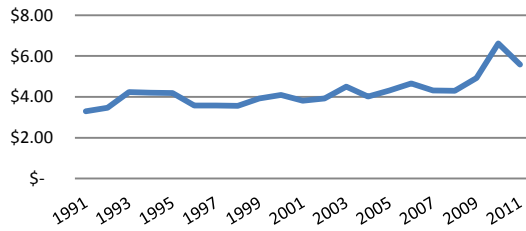
Operating Cost per Revenue Hour



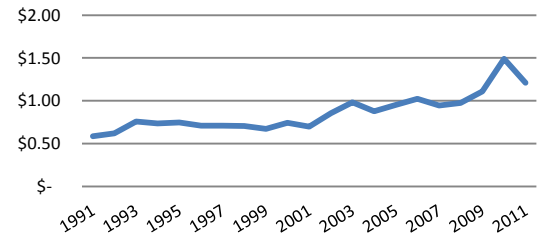
Farebox Recovery



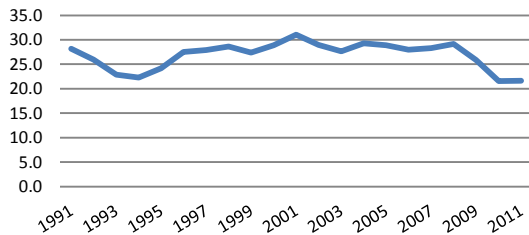
Operating Cost per Passenger Trip



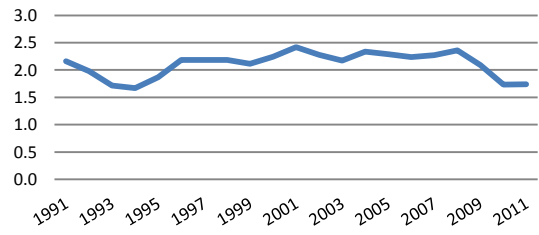
Operating Cost per Passenger Mile



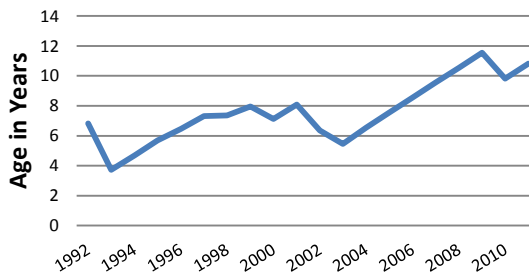
Passengers per Revenue Hour



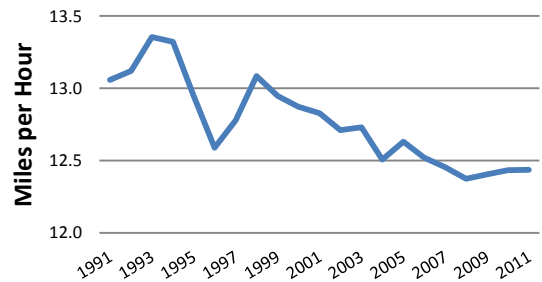
Passengers per Revenue Mile



Fleet Average Vehicle Age

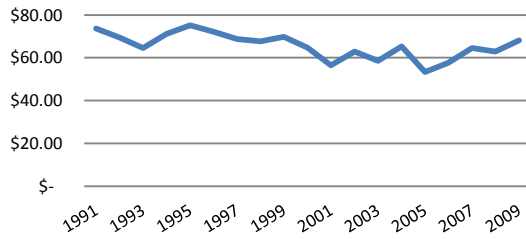


Average Vehicle Speed

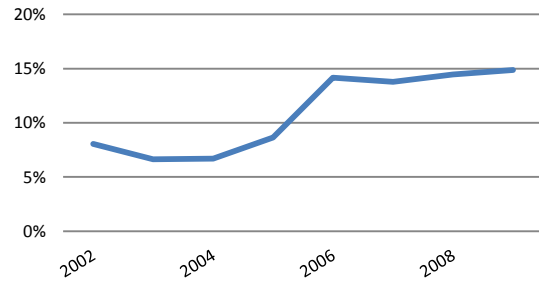


Torrance Transit Demand Response

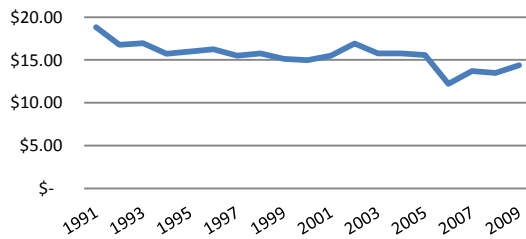
Operating Cost per Revenue Hour



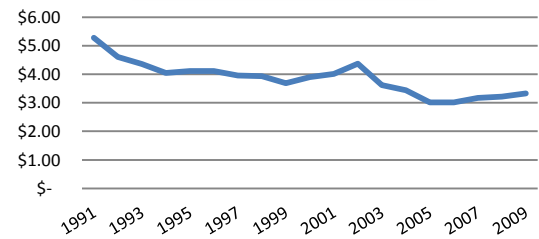
Farebox Recovery



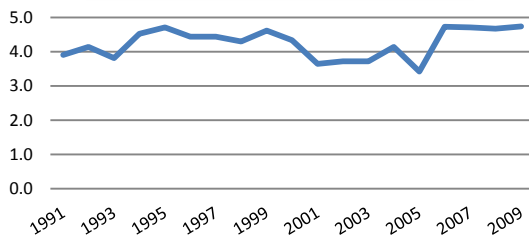
Operating Cost per Passenger Trip



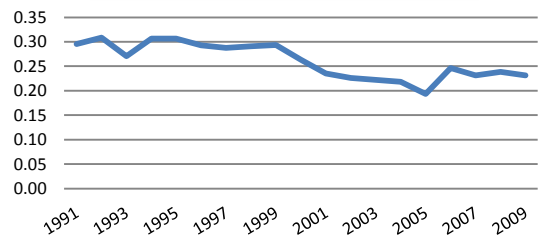
Operating Cost per Passenger Mile



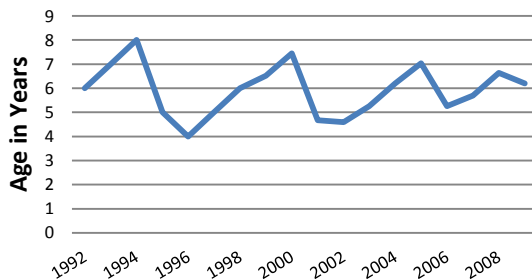
Passengers per Revenue Hour



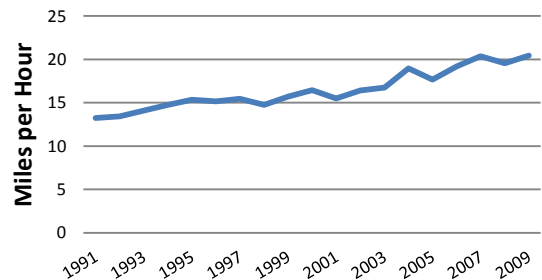
Passengers per Revenue Mile



Fleet Average Vehicle Age



Average Vehicle Speed



Orange County

Anaheim Transit Network

Address:

1280 South Anaheim Blvd

Anaheim CA 92805

Website: <http://www.rideart.org>

Governance Structure: Municipally Owned Transit Property

Base Fare: N/A

Day Pass: \$5.00

Monthly Pass: N/A

Total Operating Budget: \$10,349,958

Capital Expenditures: \$1,752,359

Annual Service Provided: 193,851 Hours

Service Area: 25 Square Miles

Fleet Size: 100 Vehicles

Extent of System: 57 Directional Route Miles

Span of Service: 12 Hours

Please see reporting exceptions list in Appendix A

Laguna Beach Municipal Transit

Address:

505 Forest Avenue

Laguna Beach, CA 92651

Website: <http://www.lagunabeachcity.net/cityhall/pw/transit>

Governance Structure: Municipally Owned Transit Property

Base Fare: \$0.75

Day Pass: N/A

Monthly Pass: \$30.00

Total Operating Budget: \$2,133,094

Capital Expenditures: \$1,045,174

Annual Service Provided: 21,834 Hours

Service Area: 9 Square Miles

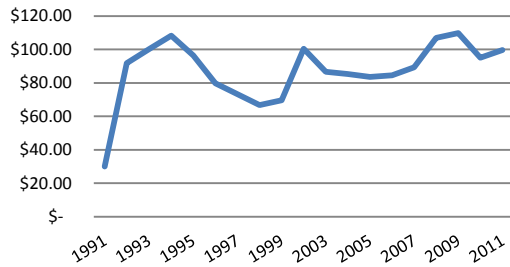
Fleet Size: 23 Vehicles

Extent of System: 40 Directional Route Miles

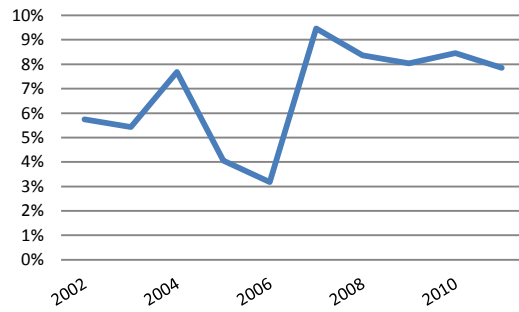
Span of Service: 12 Hours

Laguna Beach Municipal Transit Fixed Route Bus Service

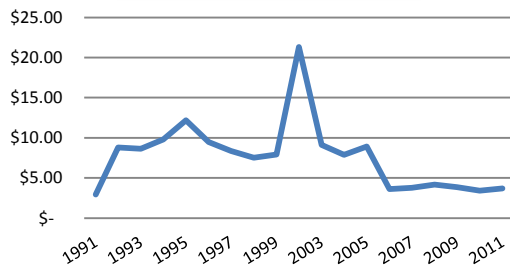
Operating Cost per Revenue Hour



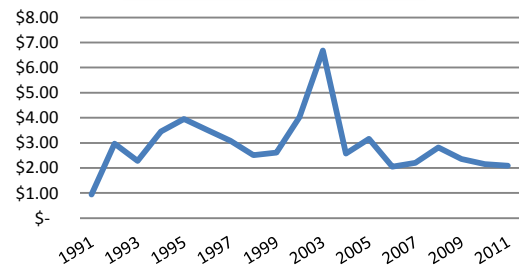
Farebox Recovery



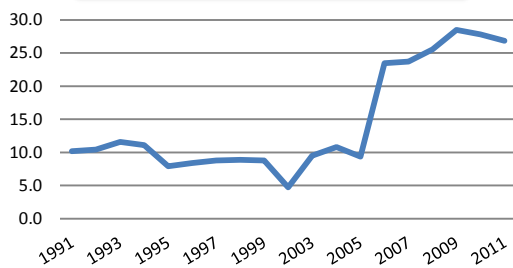
Operating Cost per Passenger Trip



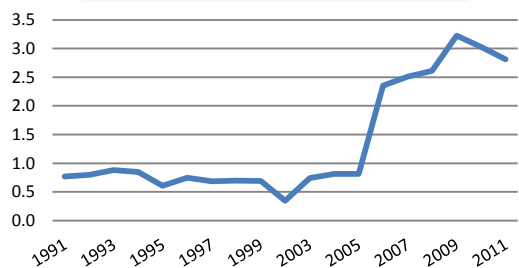
Operating Cost per Passenger Mile



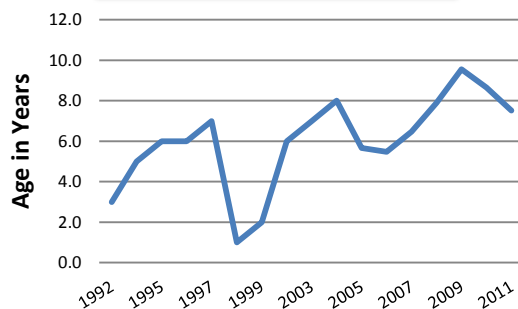
Passengers per Revenue Hour



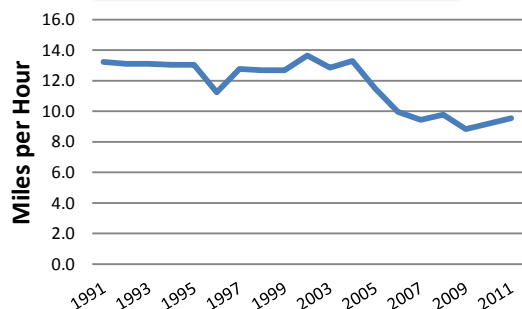
Passengers per Revenue Mile



Fleet Average Fleet Age



Average Vehicle Speed



Orange County Transportation Authority (OCTA)

Address:

550 S. Main Street

Orange, CA 92868

Website: <http://www.octa.net/default.aspx>

Governance Structure: County Transportation Commission and
State Designated Transit District

Base Fare: \$1.50

Day Pass: \$4.00

Monthly Pass: \$55.00

Total Operating Budget: \$232,399,146

Capital Expenditures: \$9,503,833

Annual Service Provided: 2,367,267 Hours

Service Area: 465 Square Miles

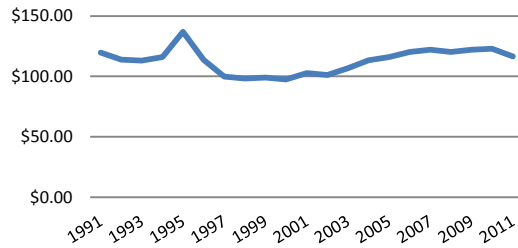
Fleet Size: 1,745 Vehicles

Extent of System: 2,074 Directional Route Miles

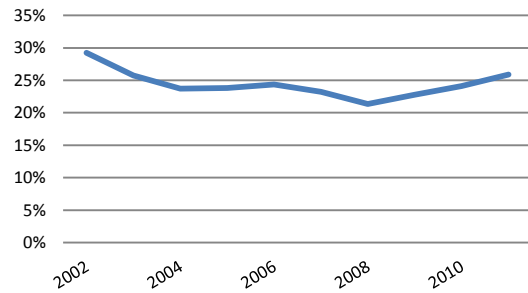
Span of Service: 21 Hours

Orange County Transportation Authority Fixed Route Bus Service

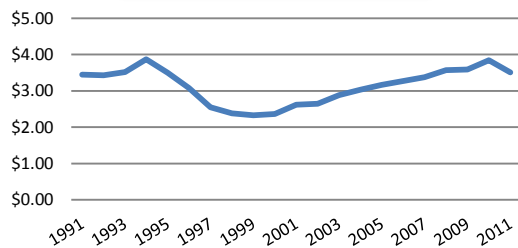
Operating Cost per Revenue Hour



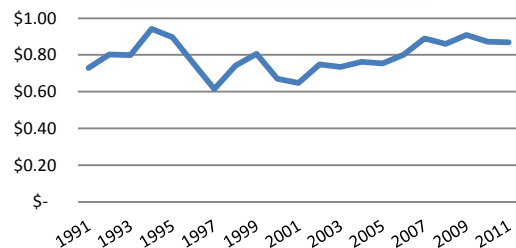
Farebox Recovery



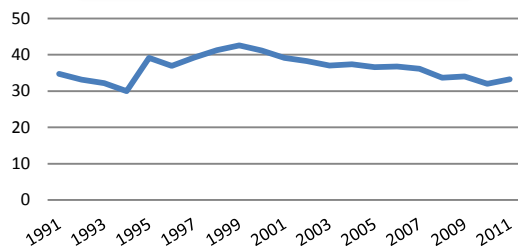
Operating Cost per Passenger Trip



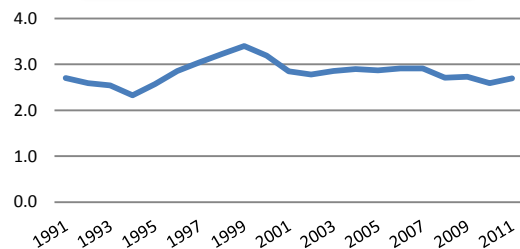
Operating Cost per Passenger Mile



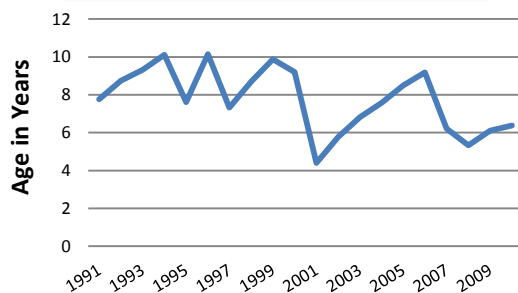
Passengers per Revenue Hour



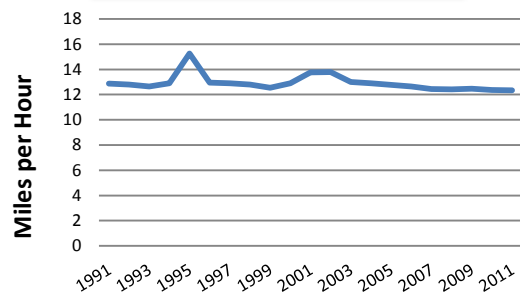
Passengers per Revenue Mile



Fleet Average Vehicle Age

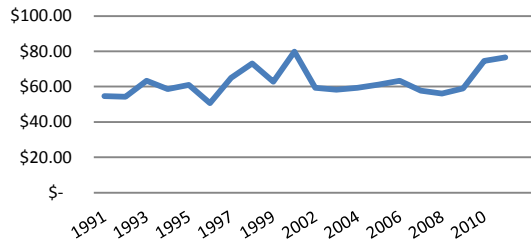


Average Vehicle Speed

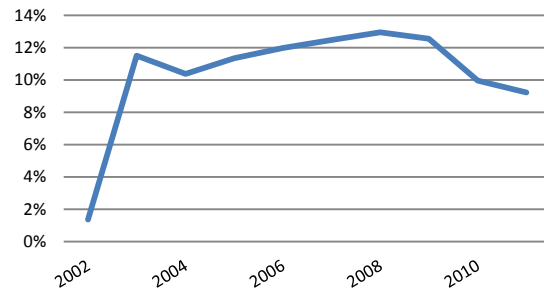


Orange County Transportation Authority Demand Response

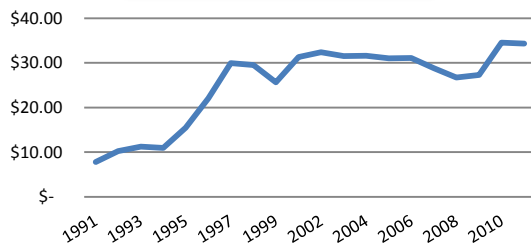
Operating Cost per Revenue Hour



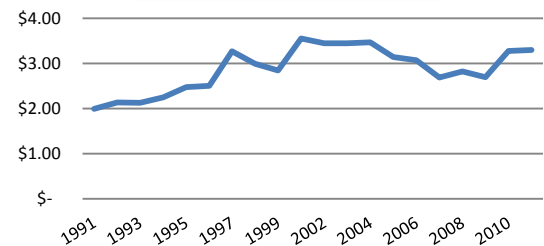
Farebox Recovery



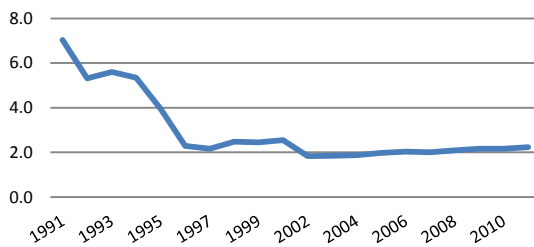
Operating Cost per Passenger Trip



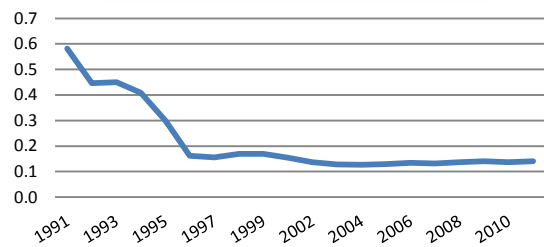
Operating Cost per Passenger Mile



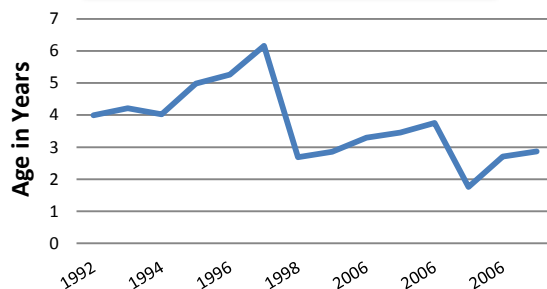
Passengers per Revenue Hour



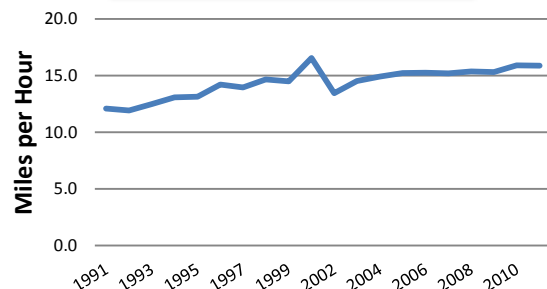
Passengers per Revenue Mile



Fleet Average Vehicle Age



Average Vehicle Speed



Riverside County

City of Corona (CCTS)

Address:

400 South Vicentia Avenue

Corona, CA 92882

Website: <http://www.CoronaTransit.com>

Governance Structure: Municipally Owned Transit Property

Base Fare: \$1.50

Day Pass: \$4.00

Monthly Pass: \$35.00

Total Operating Budget: \$2,031,211

Capital Funds Expended: \$1,817

Annual Service Provided: 34,372 Hours

Service Area: 41 Square Miles

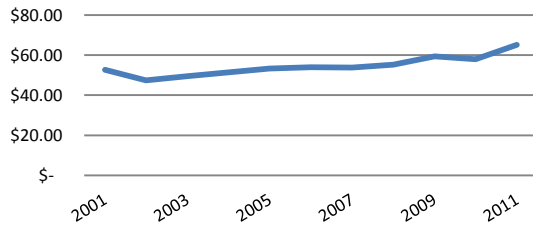
Fleet Size: 15 Vehicles

Extent of System: 49 Directional Route Miles

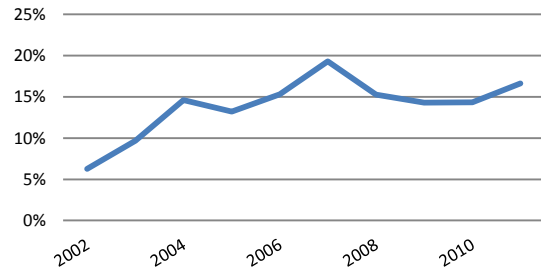
Span of Service: 11 Hours

Corona Fixed Route

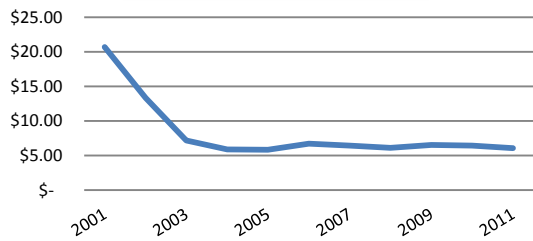
Operating Cost per Revenue Hour



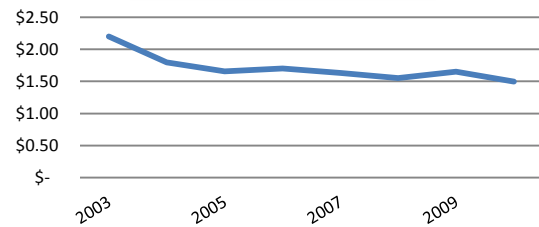
Farebox Recovery



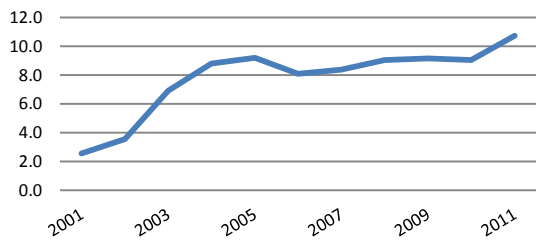
Operating Cost per Passenger Trip



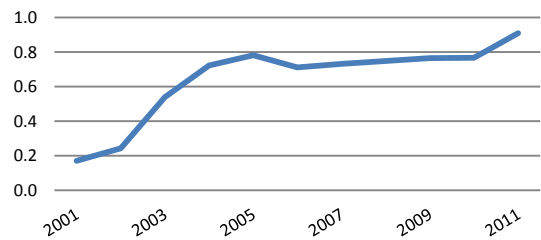
Operating Cost per Passenger Mile



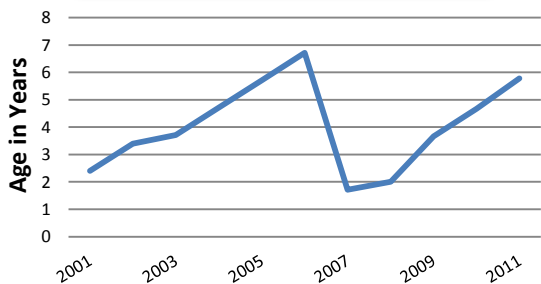
Passengers per Revenue Hour



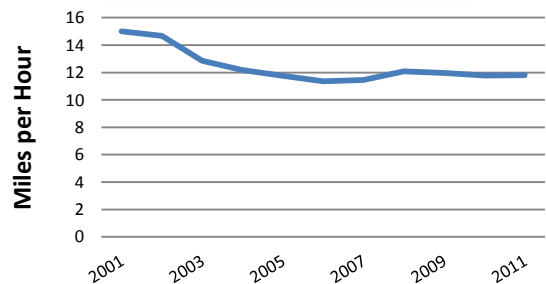
Passengers per Revenue Mile



Fleet Average Vehicle Age

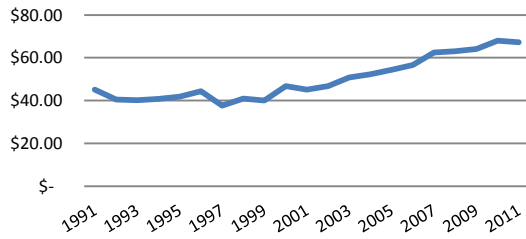


Average Vehicle Speed

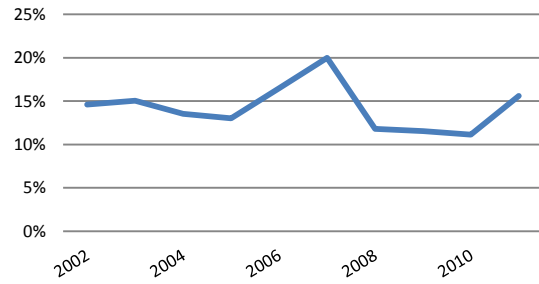


Corona Demand Response

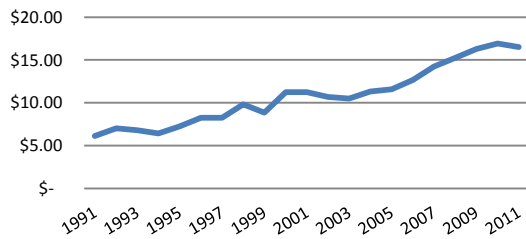
Operating Cost per Revenue Hour



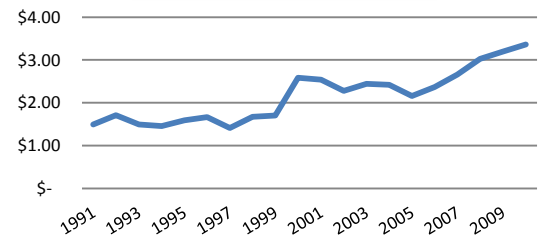
Farebox Recovery



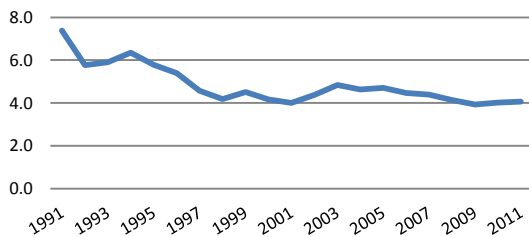
Operating Cost per Passenger Trip



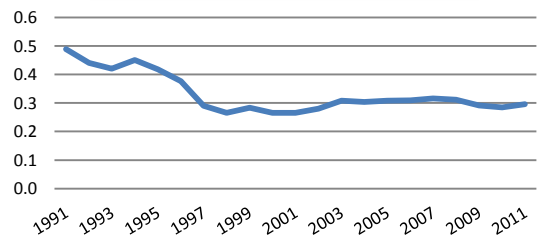
Operating Cost per Passenger Mile



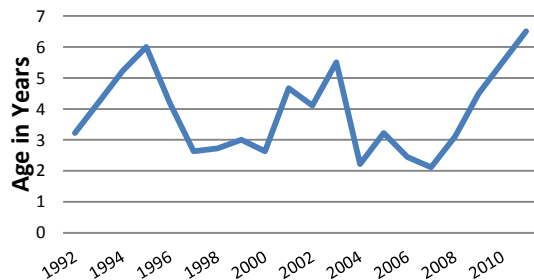
Passengers per Revenue Hour



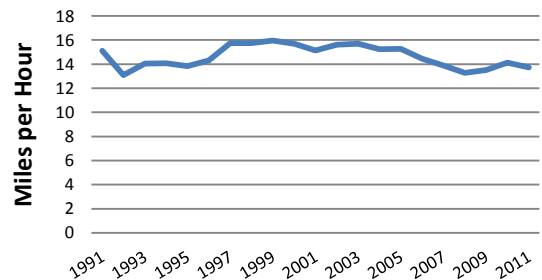
Passengers per Revenue Mile



Fleet Average Vehicle Age



Average Vehicle Speed



City of Riverside Special Transportation (City of Riverside)

Address:

3900 Main Street

Riverside, CA 92522-0144

Website: http://www.riversideca.gov/park_rec/seniors-transportation.asp

Governance Structure: Municipally Owned Transit Property

Base Fare: \$2.00

Day Pass: N/A

Monthly Pass: N/A

Total Operating Budget: \$2,946,735

Capital Funds Expended: \$508,401

Annual Service Provided: 43,236 Hours

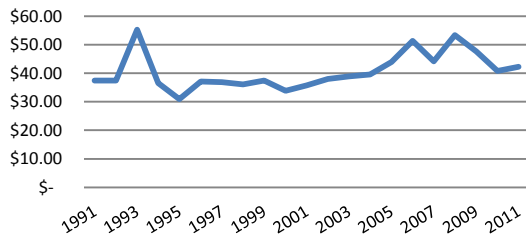
Service Area: 87 Square Miles

Fleet Size: 15 Vehicles

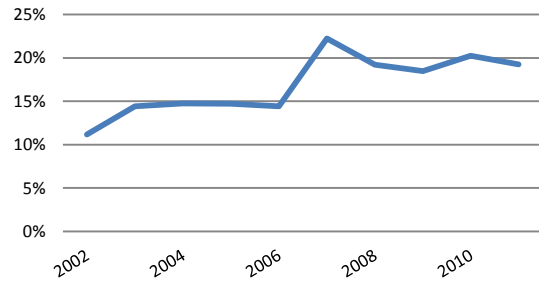
Extent of System: N/A

Span of Service: 9 Hours

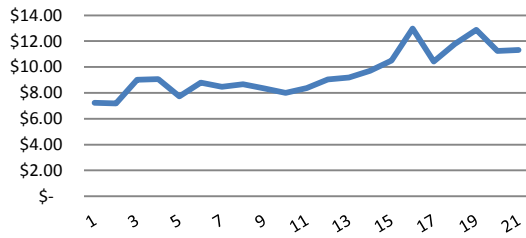
Operating Expense per Revenue Hour



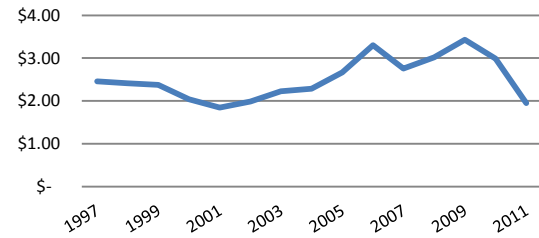
Farebox Recovery



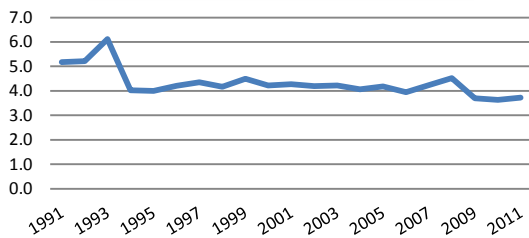
Operating Cost per Passenger Trip



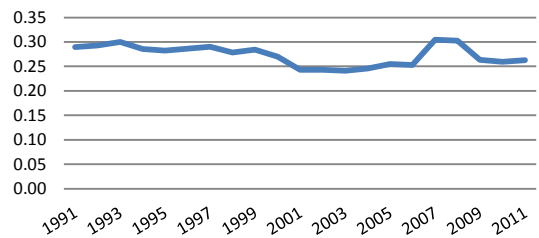
Operating Cost per Passenger Mile



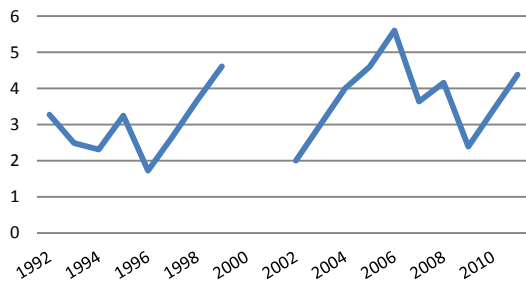
Passengers per Revenue Hour



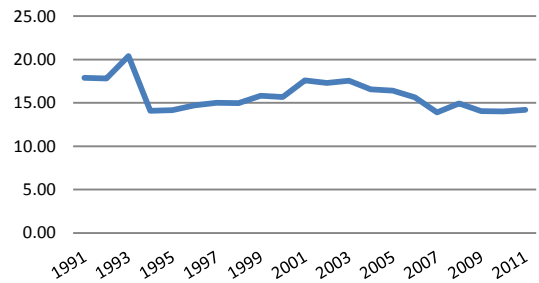
Passengers per Revenue Mile



Fleet Average Vehicle Age



Average Vehicle Speed



Riverside Transit Agency (RTA)

Address:

1825 Third Street, P.O. Box 59968

Riverside, CA 92507

Website: <http://www.riversidetransit.com>

Governance Structure: Joint Powers Authority

Base Fare: \$1.50

Day Pass: \$4.00

Monthly Pass: \$50.00

Total Operating Budget: \$45,328,935

Capital Funds Expended: \$8,854,256

Annual Service Provided: 600,356 Hours

Service Area: 2725 Square Miles

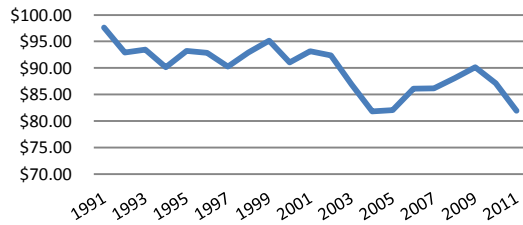
Fleet Size: 275 Vehicles

Extent of System: 1471 Directional Route Miles

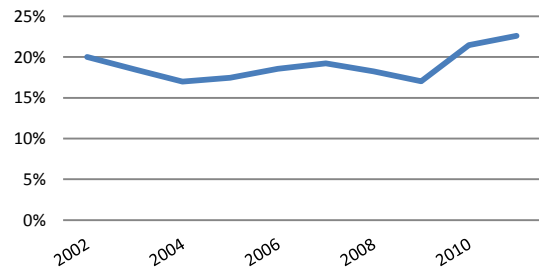
Span of Service: 18 Hours

RTA Fixed Route

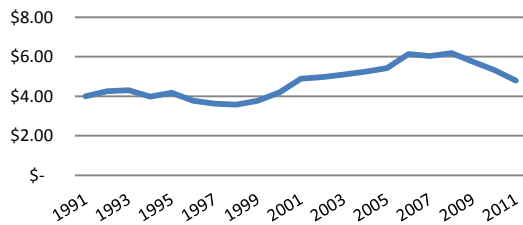
Operating Cost per Revenue Hour



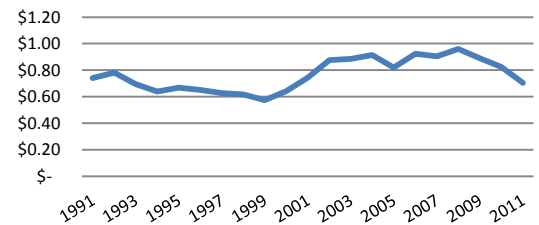
Farebox Recovery



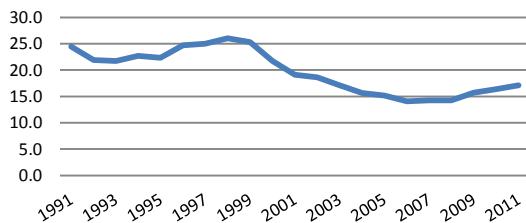
Operating Cost per Passenger Trip



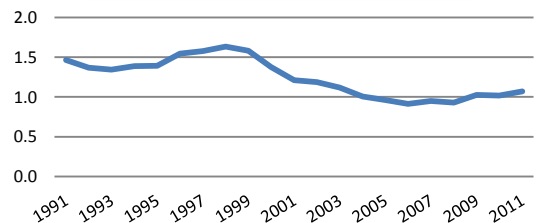
Operating Cost per Passenger Mile



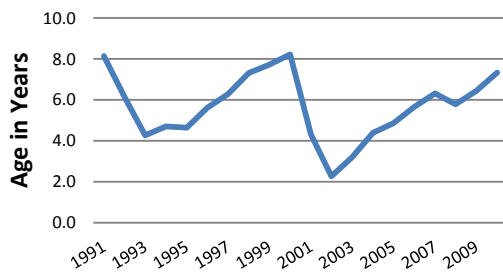
Passengers per Revenue Hour



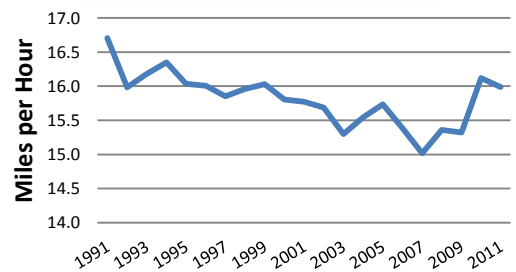
Passengers per Revenue Mile



Fleet Average Vehicle Age

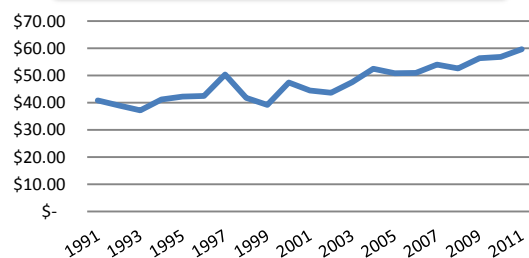


Average Vehicle Speed

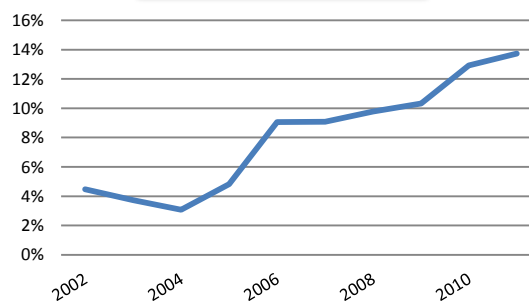


RTA Demand Response

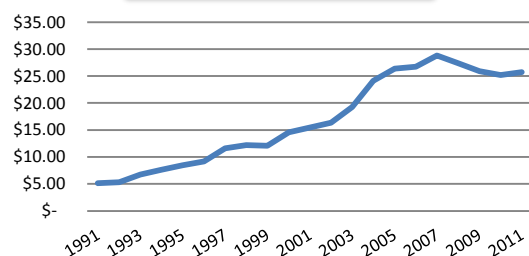
Operating Cost per Revenue Hour



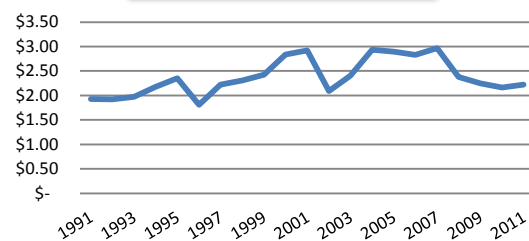
Farebox Recovery



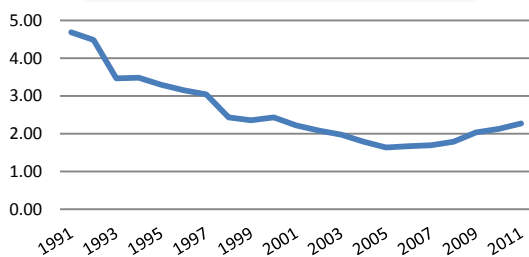
Operating Cost per Passenger Trip



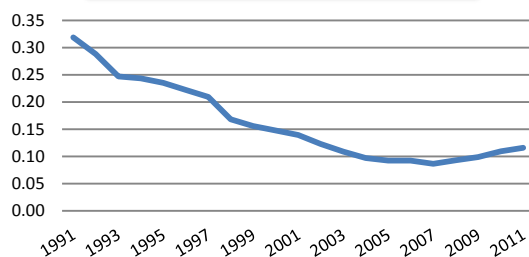
Operating Cost per Passenger Mile



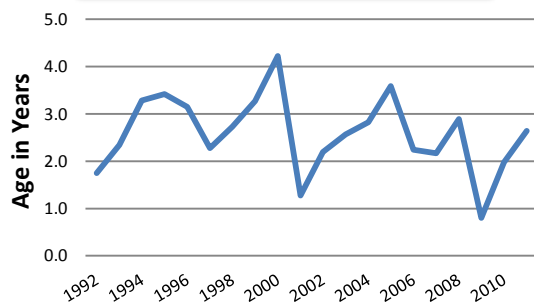
Passengers per Revenue Hour



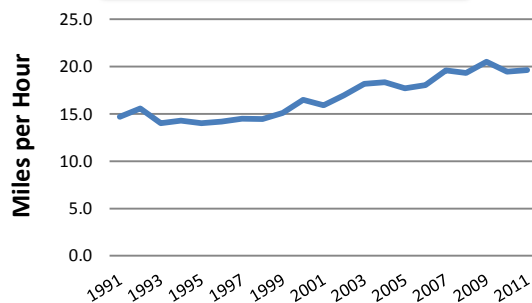
Passengers per Revenue Mile



Fleet Average Vehicle Age



Average Vehicle Speed



SunLine Transit Agency (SunLine)

Address:

32-505 Harry Oliver Trail

Thousand Palms, CA 92276-0398

Website: <http://www.sunline.org>

Governance Structure: Joint Powers Authority

Base Fare: \$1.00

Day Pass: \$3.00

Monthly Pass: \$34.00

Total Operating Budget: \$21,144,143

Capital Funds Expended: \$10,048,734

Annual Service Provided: 240,779Hours

Service Area: 1120 Square Miles

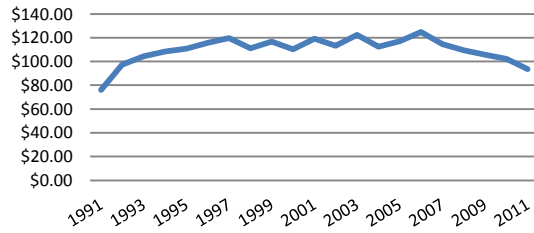
Fleet Size: 99 Vehicles

Extent of System: 49 Directional Route Miles

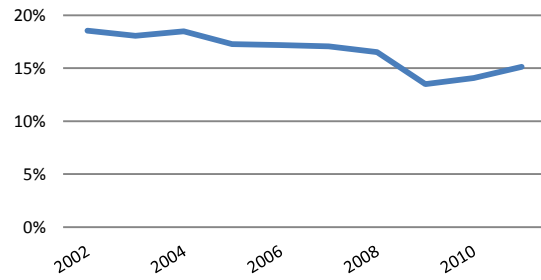
Span of Service: 14 Hours

SunLine Fixed Route

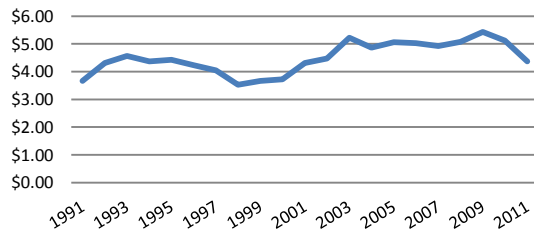
Operating Cost per Revenue Hour



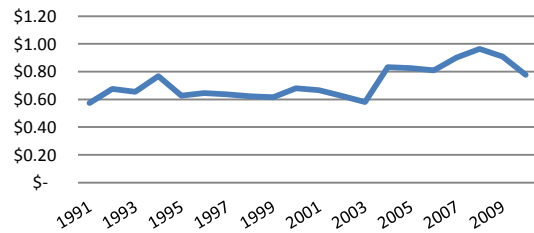
Farebox Recovery



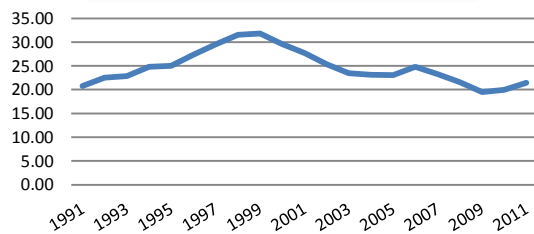
Operating Cost per Passenger Trip



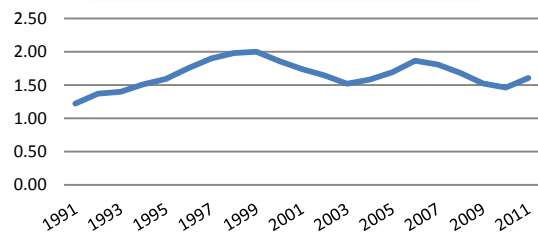
Operating Cost per Passenger Mile



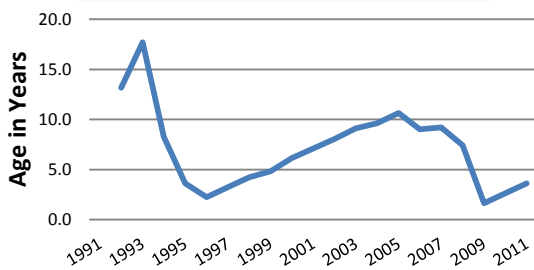
Passengers per Revenue Hour



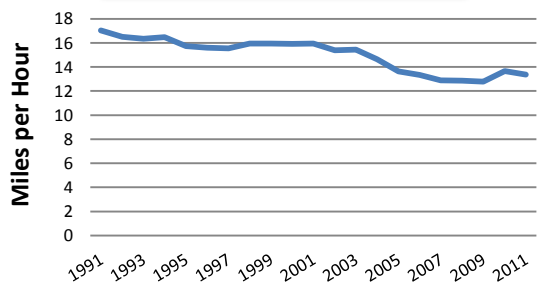
Passengers per Revenue Mile



Fleet Average Vehicle Age

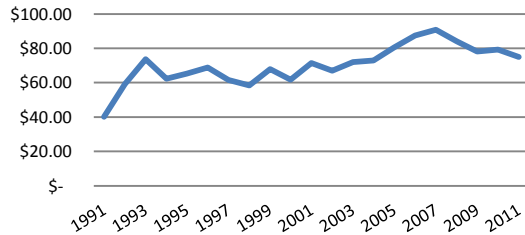


Average Vehicle Speed

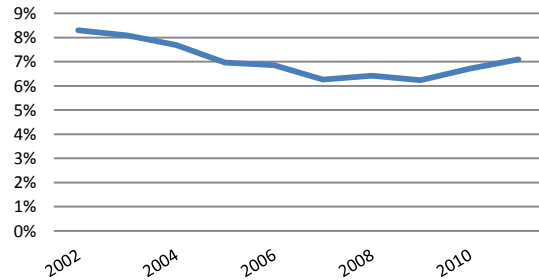


SunLine Demand Response

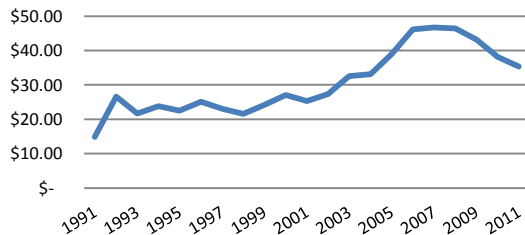
Operating Cost per Revenue Hour



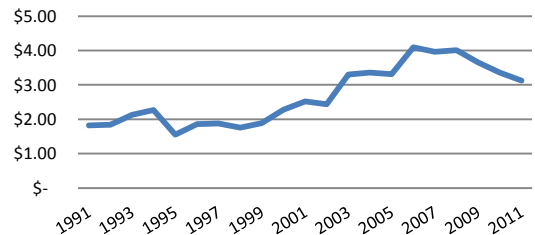
Farebox Recovery



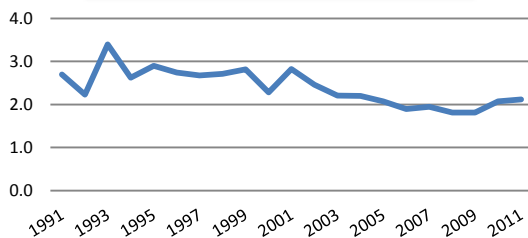
Operating Cost per Passenger Trip



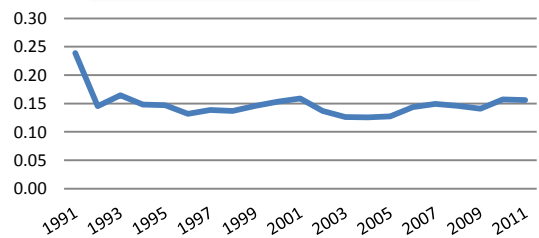
Operating Cost per Passenger Mile



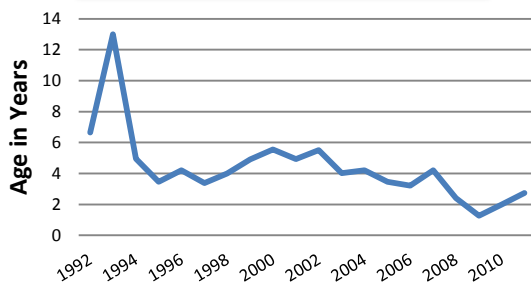
Passengers per Revenue Hour



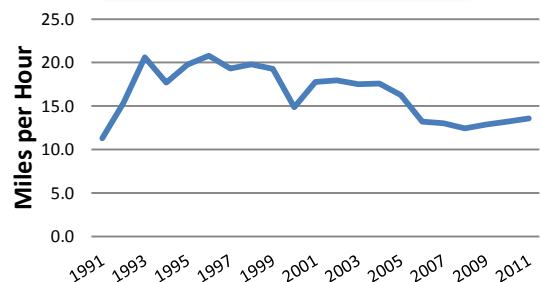
Passengers per Revenue Mile



Fleet Average Vehicle Age



Average Vehicle Speed



San Bernardino County

Omnitrans

Address:

1700 W. Fifth Street

San Bernardino, CA 92411

Website: <http://www.omnitrans.org>

Governance Structure: Joint Powers Authority

Base Fare: \$1.50

Day Pass: \$4.00

Monthly Pass: \$47.00

Total Operating Budget: \$66,497,185

Capital Expenditures: \$18,182,657.00

Annual Service Provided: 783,012 Hours

Service Area: 459 Square Miles

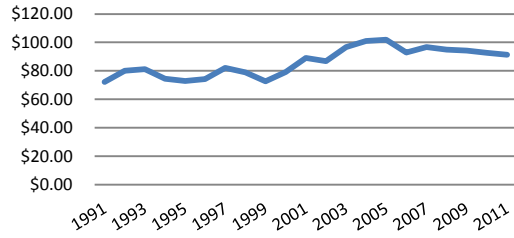
Fleet Size: 284 Vehicles

Extent of System: 844 Directional Route Miles

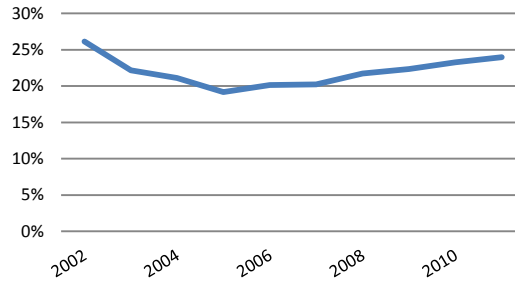
Span of Service: 20 Hours

Omnitrans Fixed Route Bus

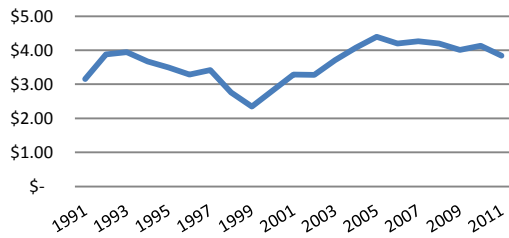
Operating Cost per Revenue Hour



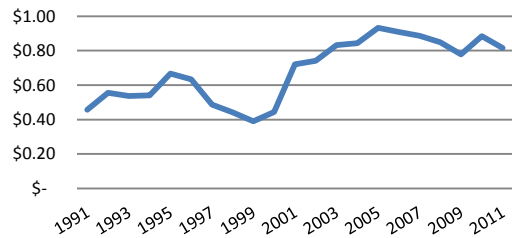
Farebox Recovery



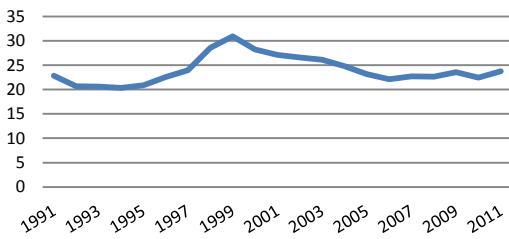
Operating Cost per Passenger Trip



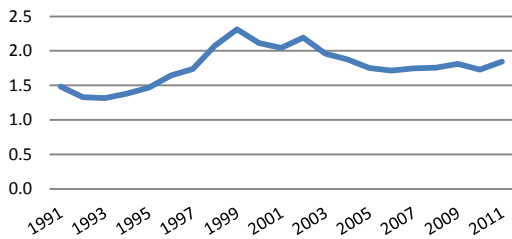
Operating Cost per Passenger Mile



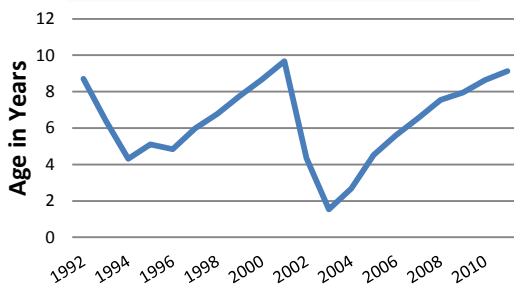
Passengers per Revenue Hour



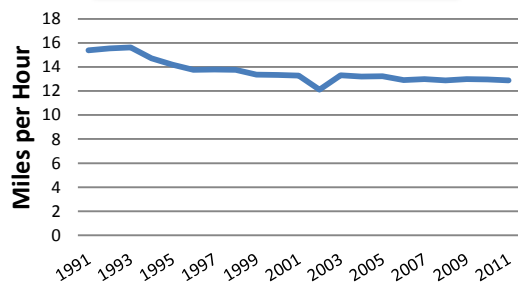
Passengers per Revenue Mile



Fleet Average Vehicle Age

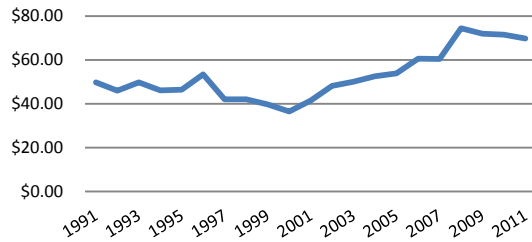


Average Vehicle Speed

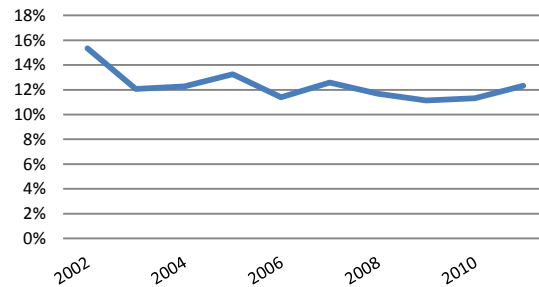


Omnitrans Demand Response

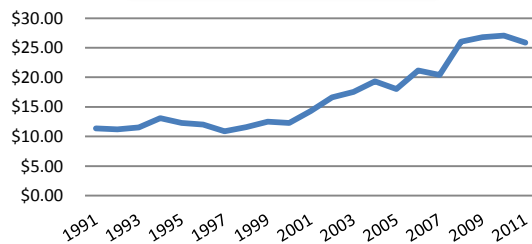
Operating Cost per Revenue Hour



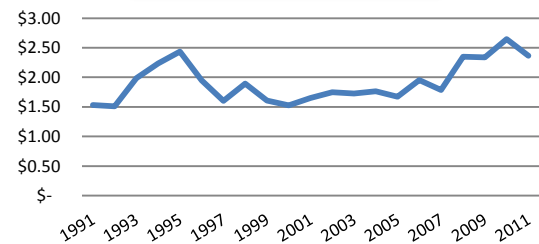
Farebox Recovery



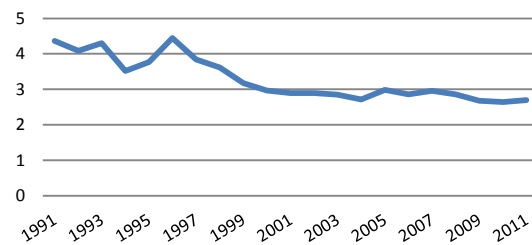
Operating Cost per Passenger Trip



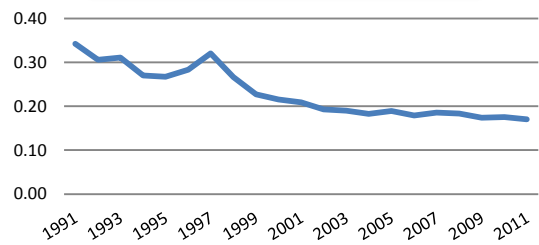
Operating Cost per Passenger Mile



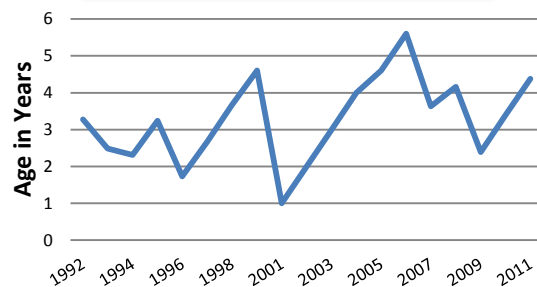
Passengers per Revenue Hour



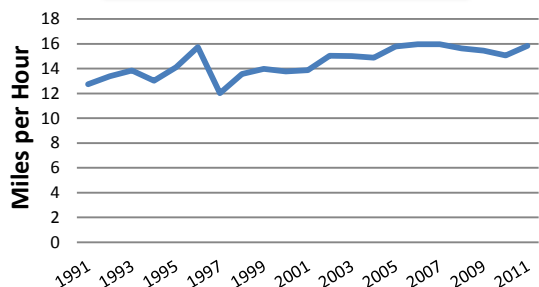
Passengers per Revenue Mile



Fleet Average Vehicle Age



Average Vehicle Speed



Victor Valley Transit Authority

Address:

17150 Smoketree Street

Hesperia, CA 92345

Website: <http://vvta.org/index.htm>

Governance Structure: Joint Powers Authority

Base Fare: \$1.25

Day Pass: \$3.50

Monthly Pass: \$50.00

Total Operating Budget: \$9,177,113.00

Capital Expenditures: \$9,633,830.00

Annual Service Provided: 783,012 Hours

Service Area: 424 Square Miles

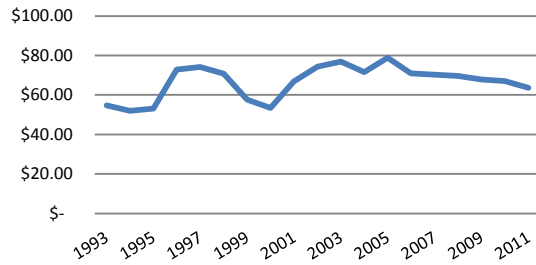
Fleet Size: 73 Vehicles

Extent of System: 451 Directional Route Miles

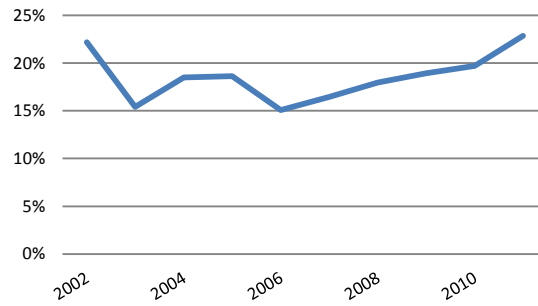
Span of Service: 14.5 Hours

Victor Valley Transit Authority Fixed Route Bus Service

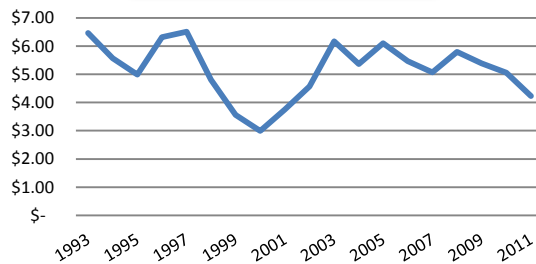
Operating Cost per Revenue Hour



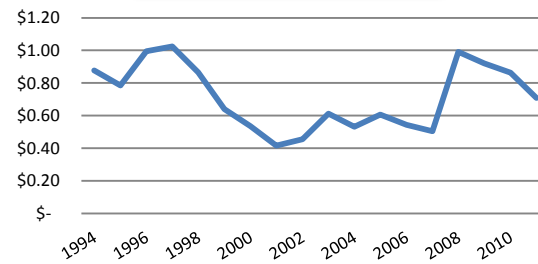
Farebox Recovery



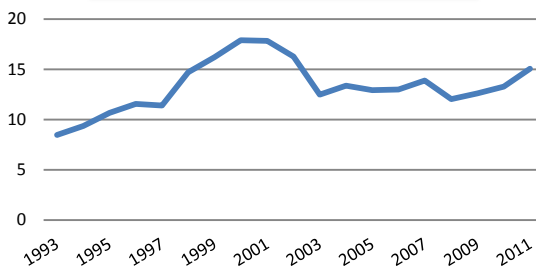
Operating Cost per Passenger Trip



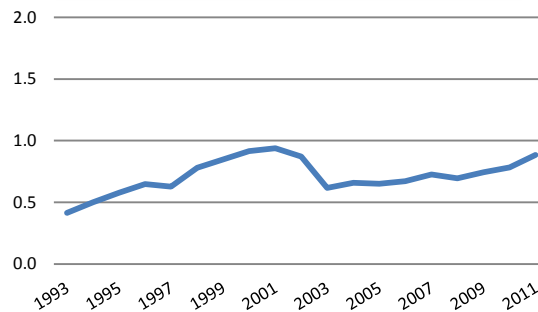
Operating Cost per Passenger Mile



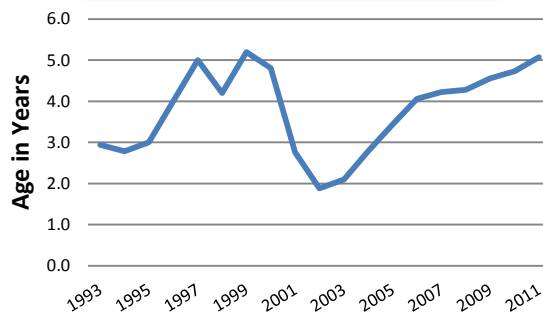
Passengers per Revenue Hour



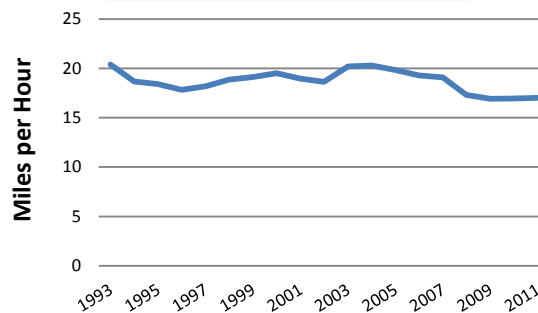
Passengers per Revenue Mile



Fleet Average Vehicle Age

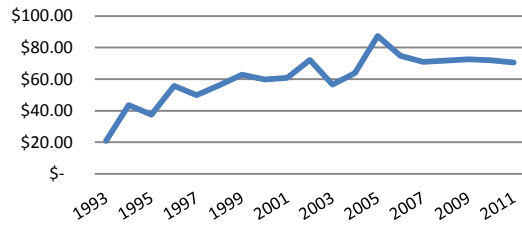


Average Vehicle Speed

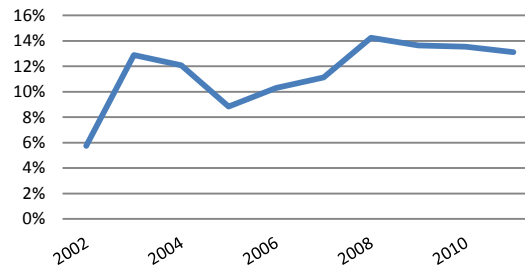


Victor Valley Transit Authority Demand Response

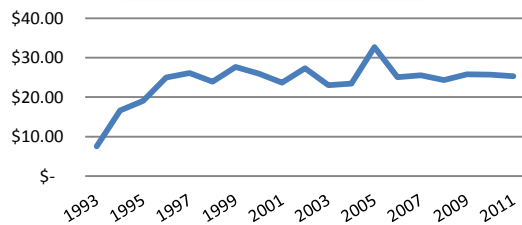
Operating Cost per Revenue Hour



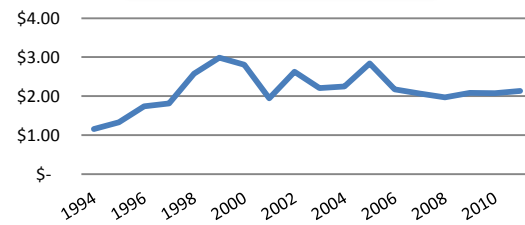
Farebox Recovery



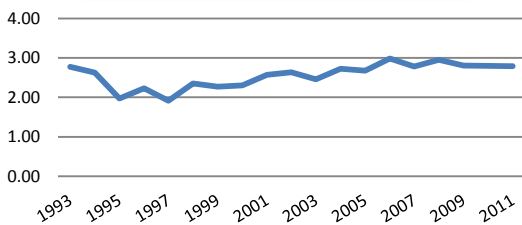
Operating Cost per Passenger Trip



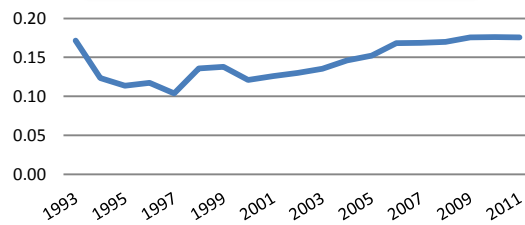
Operating Cost per Passenger Mile



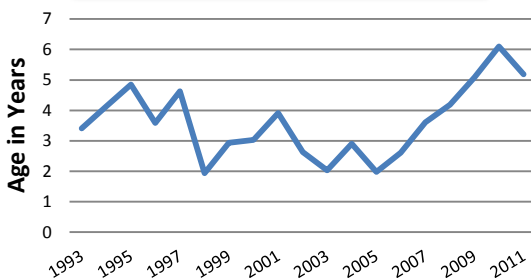
Passengers per Revenue Hour



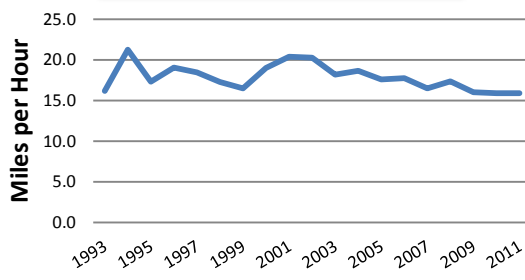
Passengers per Revenue Mile



Fleet Average Vehicle Age



Average Vehicle Speed



Ventura County

Gold Coast Transit

Address:

301 E 3rd St

Oxnard, CA 93030

Website: <http://www.goldcoasttransit.org/>

Governance Structure: Joint Powers Authority

Base Fare: \$1.50

Day Pass: \$4.00

Monthly Pass: \$49.00

Total Operating Budget: \$15,519,859

Capital Funds Expended: \$269,334

Annual Service Provided: 177,941 Hours

Service Area: 91 Square Miles

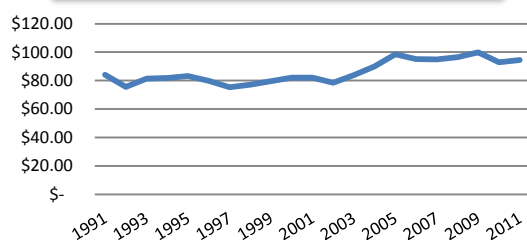
Fleet Size: 78 Vehicles

Extent of System: 365 Directional Route Miles

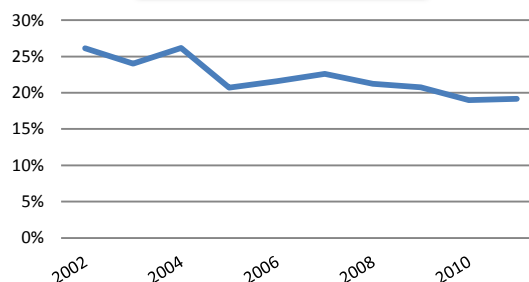
Span of Service: 16 Hours

Gold Coast Transit Fixed Route

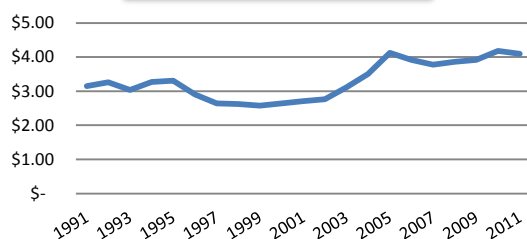
Operating Cost per Revenue Hour



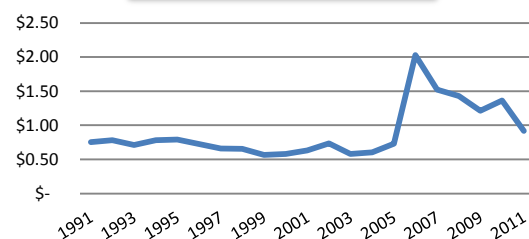
Farebox Recovery



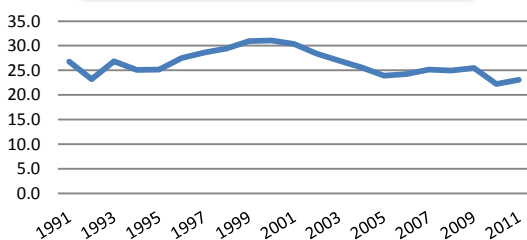
Operating Cost per Passenger Trip



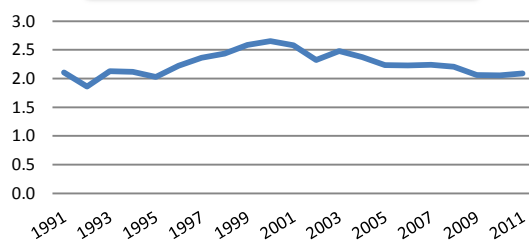
Operating Cost per Passenger Mile



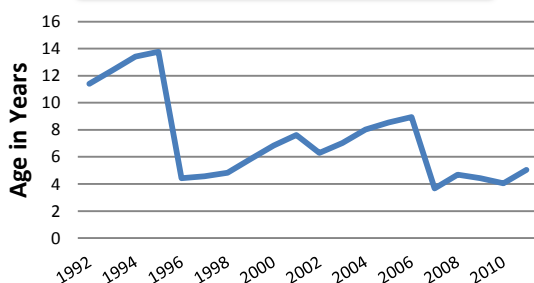
Passengers per Revenue Hour



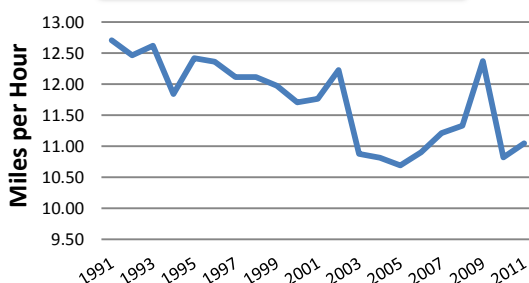
Passengers per Revenue Mile



Fleet Average Vehicle Age

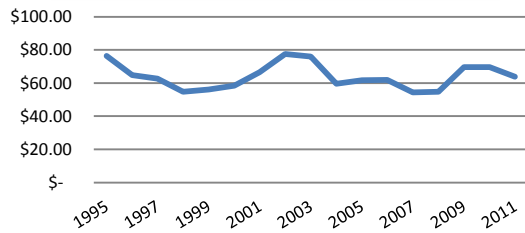


Average Vehicle Speed

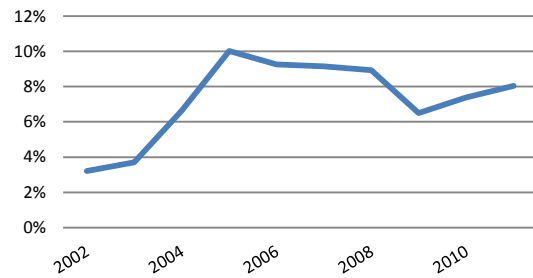


Gold Coast Transit Demand Response

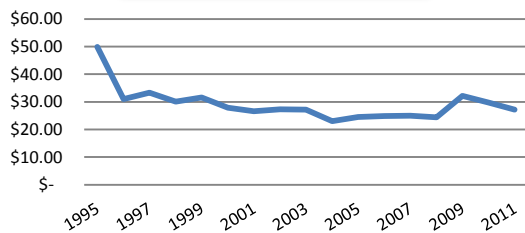
Operating Cost per Revenue Hour



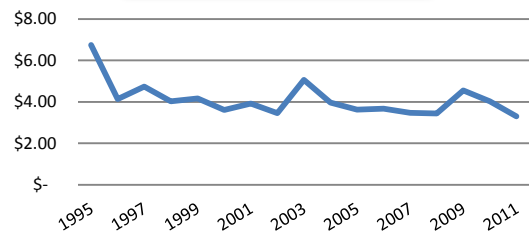
Farebox Recovery



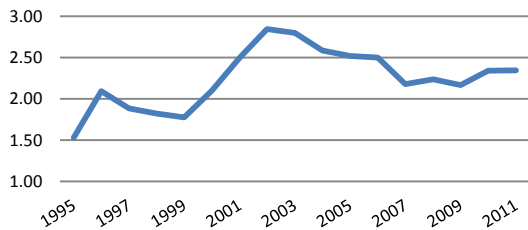
Operating Cost per Passenger Trip



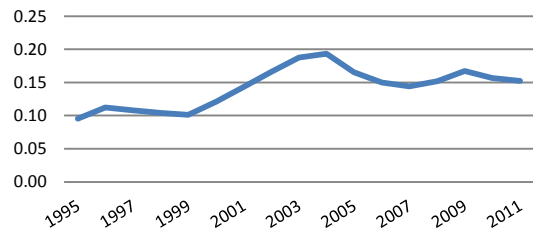
Operating Cost per Passenger Mile



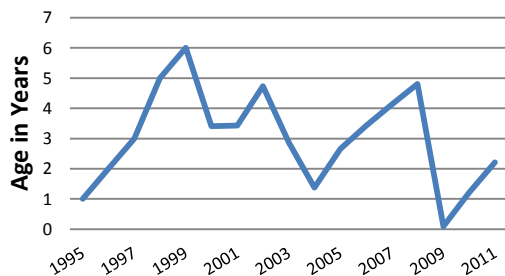
Passengers per Revenue Hour



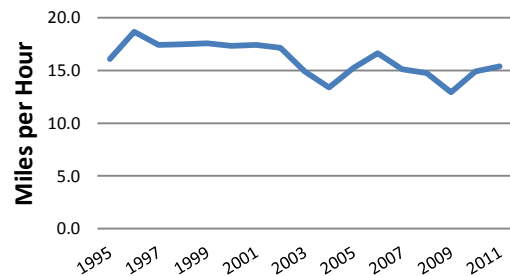
Passengers per Revenue Mile



Fleet Average Vehicle Age



Average Vehicle Speed



Simi Valley Transit

Address:

2929 Tapo Canyon Road

Simi Valley, CA 93063

Website: <http://simivalley.org/>

Governance Structure: Municipal Transit Property

Base Fare: \$1.25

Day Pass: N/A

Monthly Pass: \$40.00

Total Operating Budget: \$3,645,255

Capital Funds Expended: \$5,413,005

Annual Service Provided: 43,781 Service Hours

Service Area: 47 Square Miles

Fleet Size: Not Available

Extent of System: Not Available

Span of Service: 14 Hours

Please see reporting exceptions list in Appendix A

Thousand Oaks Transit

Address:

City of Thousand Oaks,
2100 Thousand Oak Boulevard
Thousand Oaks, CA 91362

Website: www.toaks.org

Governance Structure: Municipally Owned Transit Property

Base Fare: \$1.50

Day Pass: \$4.00

Monthly Pass: \$42.00

Total Operating Budget: \$3,026,217

Capital Funds Expended: \$222,510

Annual Service Provided: 49,996 Hours

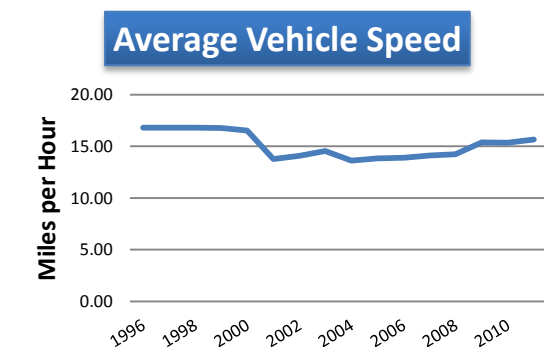
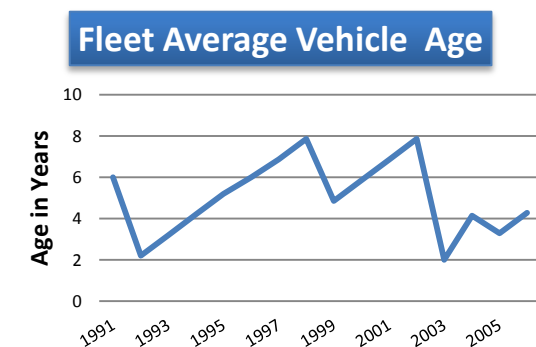
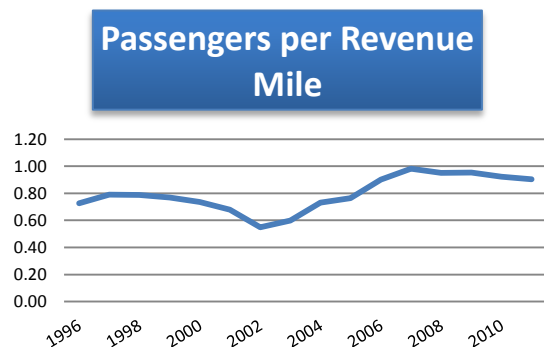
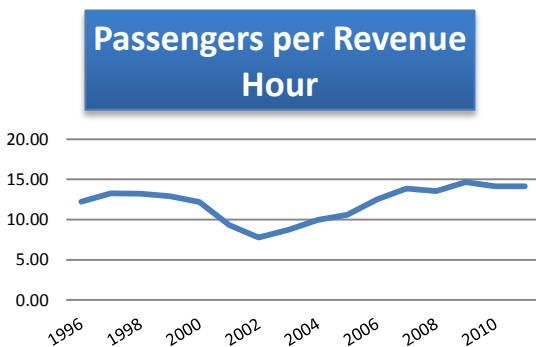
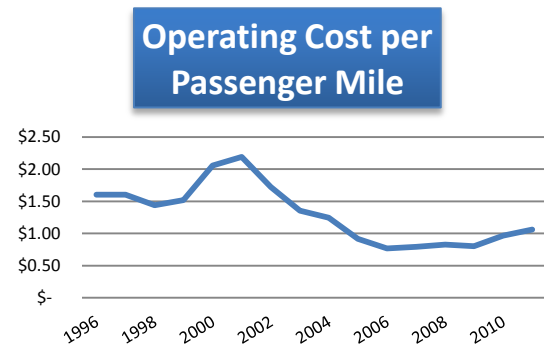
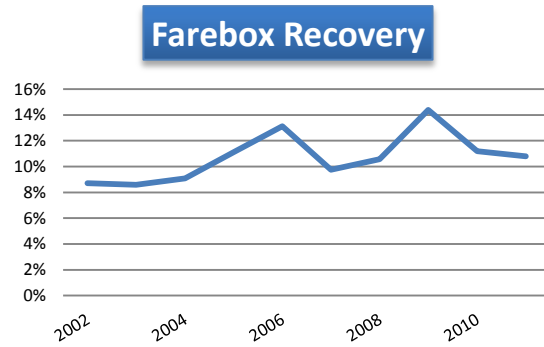
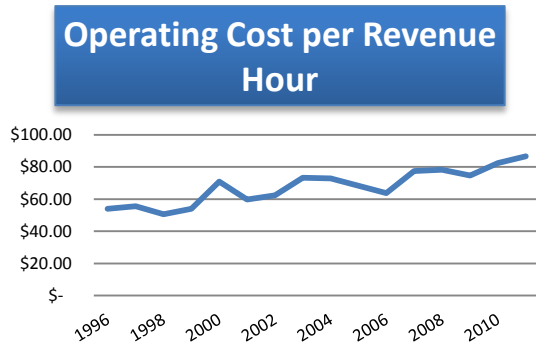
Service Area: 55 Square Miles

Fleet Size: 24 Vehicles

Extent of System: 112 Directional Route Miles

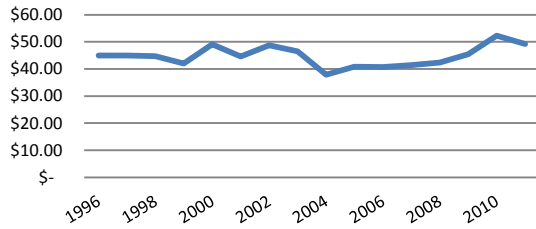
Span of Service: 12 Hours

Thousand Oaks Transit Fixed Route

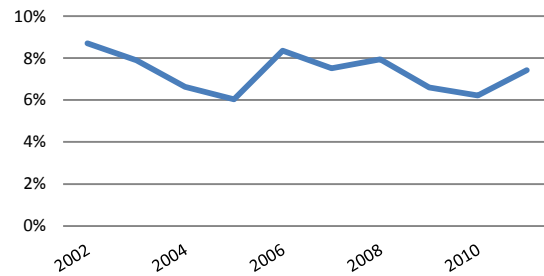


Thousand Oaks Transit Demand Response

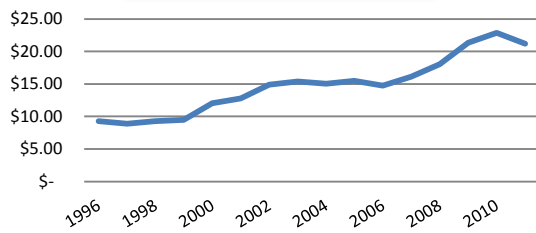
Operating Cost per Revenue Hour



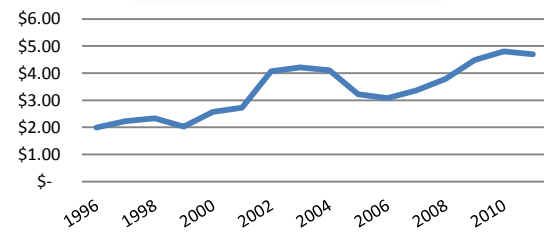
Farebox Recovery



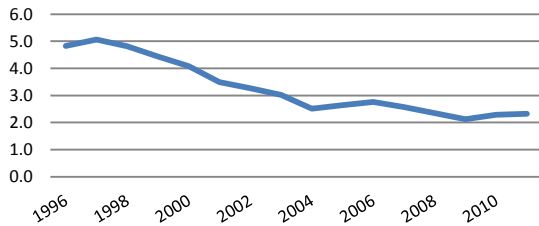
Operating Cost per Passenger Trip



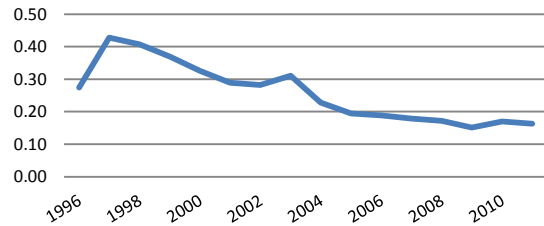
Operating Cost per Passenger Mile



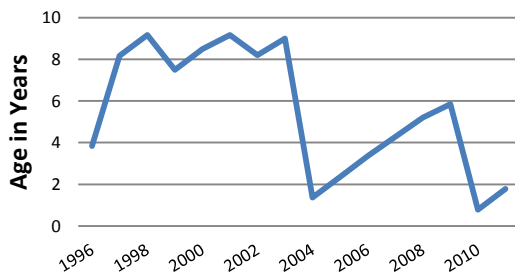
Passengers per Revenue Hour



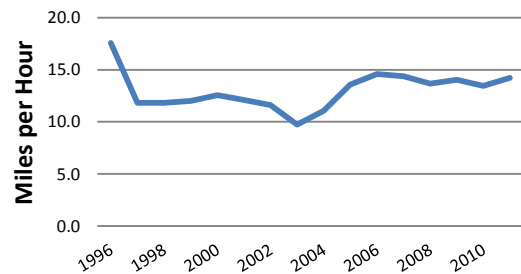
Passengers per Revenue Mile



Fleet Average Vehicle Age



Average Vehicle Speed



Ventura Intercity Service Transit Authority (VISTA)

Address:

950 County Square Drive, Suite 207

Ventura, CA 93003

Website: www.goventura.org

Governance Structure: County Transportation Commission

Base Fare: \$1.25

Day Pass: N/A

Monthly Pass: \$50.00

Total Operating Budget: \$7,453,076

Capital Funds Expended: \$132,287

Annual Service Provided: 81,923 Hours

Service Area: 28 Square Miles

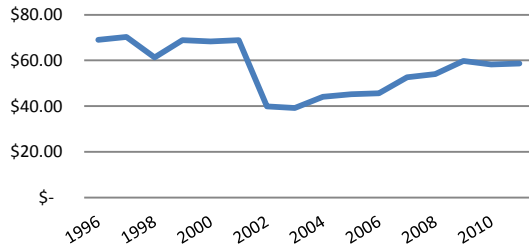
Fleet Size: 46 Vehicles

Extent of System: 40 Directional Route Miles

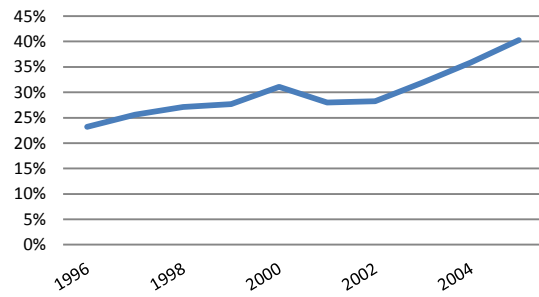
Span of Service: 14 Hours

VISTA Fixed Route

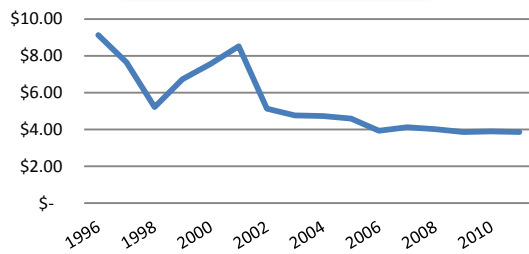
Operating Cost per Revenue Hour



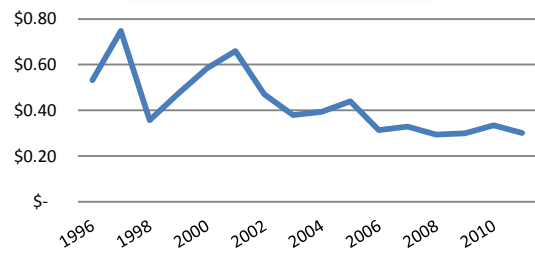
Farebox Recovery



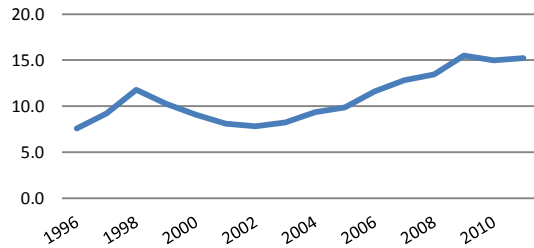
Operating Cost per Passenger Trip



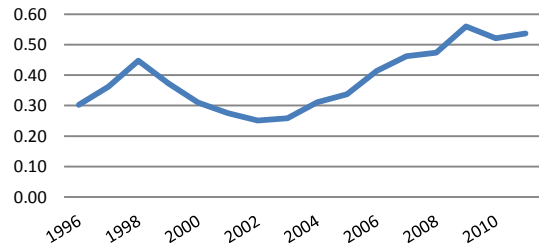
Operating Cost per Passenger Mile



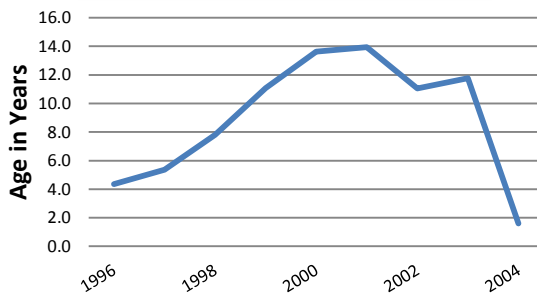
Passengers per Revenue Hour



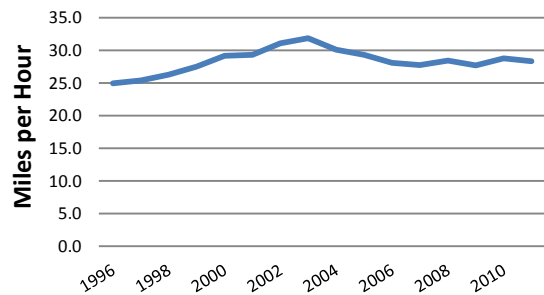
Passengers per Revenue Mile



Fleet Average Vehicle Age

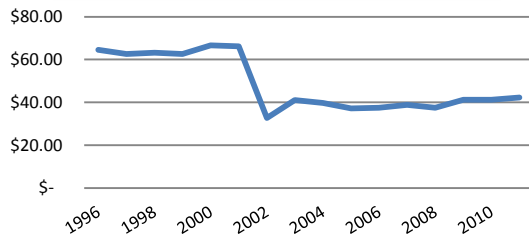


Average Vehicle Speed

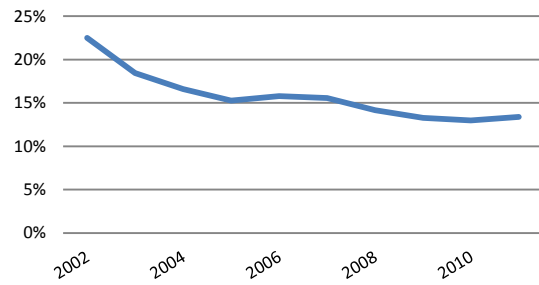


VISTA Demand Response

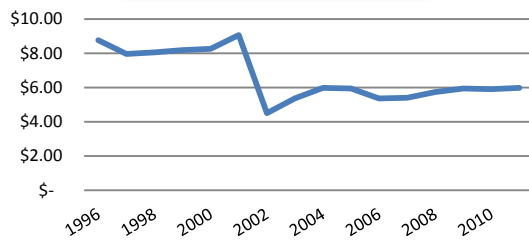
Operating Cost per Revenue Hour



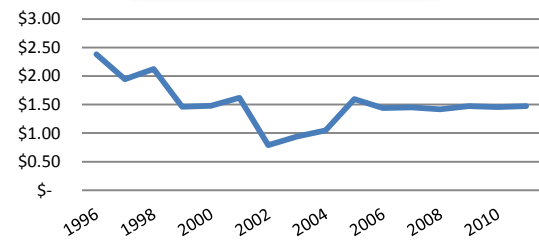
Farebox Recovery



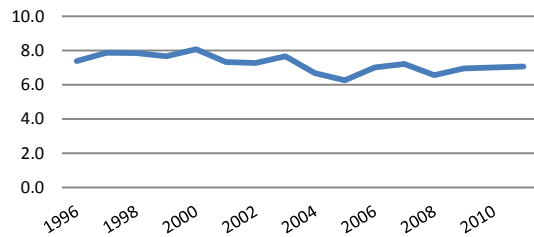
Operating Cost per Passenger Trip



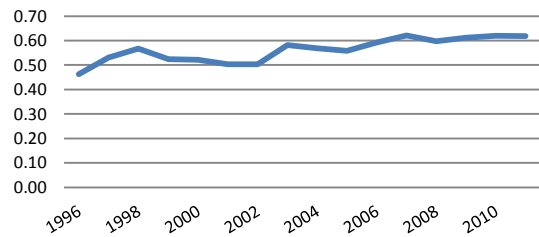
Operating Cost per Passenger Mile



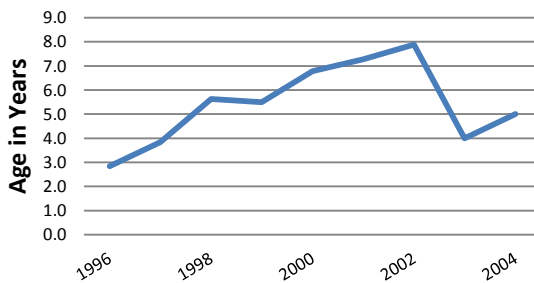
Passengers per Revenue Hour



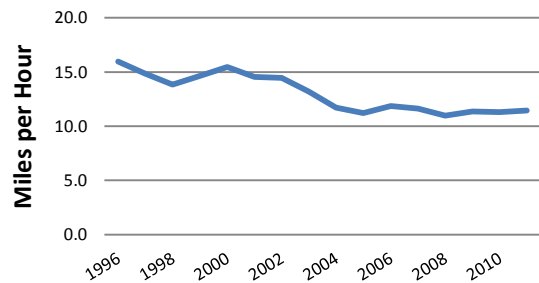
Passengers per Revenue Mile



Fleet Average Vehicle Age



Average Vehicle Speed



Appendix A: Reporting Exceptions

There are many reasons why there might be exceptions to reporting on the part of a transit agency, including data corruptions, results of the auditing process, incorrect reporting, data transfer issues, service discontinuations, and incomplete reporting. Reporting exceptions that affected the data presented in this report are presented below, in table A-1.

Table A-1 Reporting Exceptions

Reporting Agency	Exceptions
Anaheim Transit	Only report 2008-2011
Beach Cities Transit	Report only from 2008-2011
Culver City Municipal Bus Lines	Demand Response report only 2009-2011
Foothill Transit	No reports 1998-2002
Imperial Valley Transit	Only report 2008-2011
La Mirada Transit	No report from 2006-2008
Metro	Demand Response only reports 1994-1998
Montebello Bus Lines	No report, Demand Response 2010-2011, Demand Response average fleet age 2008-2011
Norwalk Transit System	No report Demand Response 2002-2003
Simi Valley Transit	No reports from 1995-1998, missing some data in 1998 and 2011
Torrance Transit	Demand Response no report 2010-2011